1.0 INTRODUCTION

1.1 DISASTER BACKGROUND AND OVERVIEW

This Draft Environmental Assessment/Environmental Impact Report (hereafter referred to as Draft EA/EIR) has been prepared in accordance with the California Environmental Quality Act (CEQA) and its implementing guidelines, the National Environmental Policy Act (NEPA), and Council of Environmental Quality (CEQ) regulations for implementing NEPA. The County of Los Angeles Chief Administrative Office (CAO) is the Lead Agency under CEQA. The Federal Emergency Management Agency (FEMA) is the lead agency under NEPA.

The Northridge Earthquake occurred on January 17, 1994 at 4:31 AM, causing damage that spanned a 2,192 square mile area in the counties of Los Angeles, Ventura and Orange, California. The epicenter was located one mile south of Northridge at a depth of 11 miles. The estimated magnitude of the Northridge Earthquake was 6.7. The earthquake resulted in 72 deaths and 11,846 injuries that required hospital treatment. Damage costs were estimated at $25 billion due to the damage of approximately 114,000 residential and commercial structures. In addition, there were costs from associated reduction in productivity and business loss. As a result, on January 17, 1994, President Clinton declared a major disaster for Los Angeles, Ventura and Orange Counties under the authority of the Robert T. Stafford Relief and Emergency Assistance Act, 42 USC §5121.

The County of Los Angeles proposes to repair the County Hall of Justice in response to severe damage caused by the January 17, 1994 Northridge earthquake. The building is located at 211 West Temple Street in downtown Los Angeles, County of Los Angeles, California. Following the earthquake, the Hall of Justice was deemed to be unsafe for occupancy and was vacated. The building experienced extensive damage to the exterior cladding, as well as damage to the interior walls in the courtroom and jail areas. The ornamental architectural decoration on the ceilings, floors, walls, lobbies, and corridors was moderately damaged. Damage was sustained to the interior concrete encased steel columns, perimeter concrete walls, and un-reinforced masonry walls at the light wells in the building. The majority of the earthquake damage occurred to the hollow clay tile interior partition walls and hollow clay tiles furring located at the exterior walls. Between the fourth and eight floors, approximately 85 percent of the furring areas around the windows show cracking and 75 percent of the partition walls adjacent to columns are cracked.

At the time of the earthquake, the single County occupant of the building the Sheriff's Department was in the process of vacating portions of the building as part of its move into new headquarters in Monterey Park. Use of the building by the Sheriff's Department at the time of the earthquake included office and storage space.

The Hall of Justice Renovation and Reuse Project EA/EIR is an informational document for decision-makers and for the public's use in reviewing potentially significant environmental impacts of the proposed project. The document also evaluates alternatives and mitigation measures that may minimize, avoid, or eliminate those impacts. As such, this EA/EIR includes a full discussion of the project description and the existing environmental setting, significant impacts, mitigation measures with the level of significance after mitigation, and project alternatives.

1.2 PURPOSE AND NEED

The President's Council on Environmental Quality has developed regulations for implementing NEPA. These federal regulations, set forth in Title 40, Code of Federal Regulations (CFR) Parts 1500–1508, require an evaluation of alternatives, and a discussion of the potential environmental impacts of a proposed Federal action, as part of the EA process. The FEMA regulations, which establish FEMA's process for implementing NEPA, are set forth in 44 CFR Subpart 10. This EA/EIR was prepared in accordance with FEMA's regulations, as required under NEPA. As part of this NEPA review, the requirements of other environmental laws and executive orders are addressed.

The January 17, 1994, Northridge earthquake severely damaged the Hall of Justice building. As a result, the County asked FEMA to provide assistance, under the authority of Section 406 of the Robert T. Stafford Disaster Relief and Emergency Assistance Act of 1988 (Stafford Act), to restore the damaged facilities to its pre-disaster design and function. The Stafford Act also provides discretionary authority to fund measures to reduce future damages to eligible facilities. The primary purpose of the project is to rehabilitate the Hall of Justice by seismically retrofitting the earthquake damaged building and refurbishing the building interior for office use, while preserving and restoring the selected historic features. Through the repair of the building, the County would be able to reopen the facility for governmental office uses including the County Sheriff's Department, District Attorney, Department of Parks and Recreation, and other County agencies.

DRAFT ENVIRONMENTAL ASSESSMENT/ENVIRONMENTAL IMPACT REPORT

VOLUME 1 DOCUMENTATION

COUNTY OF LOS ANGELES

HALL OF JUSTICE
REPAIR AND REUSE PROJECT

APRIL 2004

DRAFT ENVIRONMENTAL ASSESSMENT/ENVIRONMENTAL IMPACT REPORT

VOLUME 1 DOCUMENTATION

COUNTY OF LOS ANGELES

HALL OF JUSTICE
REPAIR AND REUSE PROJECT

Prepared for:

Los Angeles County
Chief Administrative Office
500 West Temple, Room 754
Los Angeles, California 90012

Federal Emergency Management Agency
Parson East Annex, Third Floor
75 North Fair Oaks Avenue
Pasadena, California 91103

Prepared by:

Impact Sciences
803 Camarillo Springs Road, Suite A
Camarillo, California 93012

APRIL 2004

TABLE OF CONTENTS

VOLUME 1 – DOCUMENTATION

VOLUME 2 – APPENDICES

LIST OF FIGURES

LIST OF TABLES

LIST OF ACRONYMS

Acronym	Definition
ACM	asbestos containing materials
ADA	Americans with Disabilities Act
AFY	acre-feet per year
AHERA	Asbestos Hazard Emergency Response Act
AIC	Archaeological Information Center
ANSI	American National Standards Institute
AQMP	Air Quality Management Plan
ARB	California Air Resource Board
ASTM	American Society of Testing Materials
BACT	Best Available Control Technology
BMP	Best Management Practices
CA FID	Facility Inventory
CAA	Federal Clean Air Act
CALEPA	California Environmental Protection Agency
Caltrans	California Department of Transportation
CAO	County of Los Angeles Chief Administrative Office
CBC	California Building Code
CCAA	California Clean Air Act
CCR	California Code of Regulations
CEQ	Council of Environmental Quality
CEQA	California Environmental Quality Act
CFC	chlorofluorocarbon
CFR	Code of Federal Regulations
CHMIRS	Hazardous Waste Information System and the Hazardous Material Incident Report System
CIP	Capital Improvement Program
CIWMB	California Integrated Waste Management Board
CMA	Critical Movement Analysis
CMP	Congestion Management Program
CNEL	Community Noise Equivalent Level
CO	Carbon Monoxide
CORTESE	Hazardous Waste and Substance Site
CSUF	California State University, Fullerton
CWA	Clean Water Act
dB	decibel
DHS	Los Angeles County Department of Health Services
DOGGR	State of California Division of Oil, Gas, and Geothermal Resources
DWR	State Department of Water Resources
EO	Executive Order
ESA	Environmental Site Assessment
ESHA	SEA Buffer or Ecological Significant Habitat Area
FA FID	Facility Inventory
FEMA	Federal Emergency Management Agency
FHWA	Federal Highway Administration Highway Noise Prediction Model
FINDS	Facility Index System
FIRM	Flood Insurance Rate Map
FONSI	Finding of No Significant Impact
HABS	Historic American Buildings Survey
HCT	hollow clay tile
HIST UST	Historical UST

LIST OF ACRONYMS (continued)

Acronym	Definition
HOV	High Occupancy Vehicle
HSR	Historic Structures Report
HTP	Hyperion Treatment Plant
HWCL	California Hazardous Waste Control Law
ITE	Institute of Transportation Engineers
kWh/yr.	kilowatt hours per year
LAA	Los Angeles Aqueduct
LACDPW	Los Angeles County Department of Public Works
LACFCD	Los Angeles County Flood Control District
LADOT	Los Angeles Department of Transportation
LADWP	Los Angeles Department of Water and Power
LARWQCB	Los Angeles Regional Water Quality Control Board
LBP	Lead-Based Paint Materials
LCP	Lead Containing Paint
L_{eq}	Equivalent Noise Level
LOS	Level of Service
MBTA	Migratory Bird Treaty Act
MEP	Maximum Extent Practicable
mgd	million gallons per day
MGD	million gallons per day
MOA	Memorandum of Agreement
MPE	Maximum Probable Earthquake
MPO	Metropolitan Planning Organization
MTA	Los Angeles County Metropolitan Transportation Authority
MWD	Metropolitan Water District
NAHC	Native American Heritage Commission
NEPA	National Environmental Policy Act
NHPA	National Historic Preservation Act
NO_2	Nitrogen Dioxide
NOA	Notice of Availability
NOP	Notice of Preparation
NO_x	oxides of nitrogen
NPDES	National Pollutant Discharge Elimination System
NRHP	National Register of Historic Places
O_3	ozone
OHP	Office of Historic Preservation
PAH	Polycyclic Aromatic Hydrocarbon
PCB	polychlorinated biphenyl
pCi/l	picocurie per liter of air
pga	peak horizontal ground acceleration
PM_{10}	10 microns in diameter
PPV	peak particle velocity
RCPG	SCAG Regional Comprehensive Plan and Guide
RCRIS	Resource Conservation and Recovery System
RMS	root mean square
ROWD	Report of Waste Discharge
RWQCB	Regional Water Quality Control Board
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCG	Southern California Gas Company
SEA	Significant Ecological Area

LIST OF ACRONYMS (continued)

Acronym	Definition
SHPO	State Historic Office of Historic Preservation
SIP	State Implementation Plan
SO_2	sulfur dioxide
SRRE	Source Reduction and Recycling Element
Stafford Act	Robert T. Stafford Disaster Relief and Emergency Assistance Act of 1988
STIP	State Transportation Improvement Program
SUSMP	Standard Urban Storm Water Mitigation Plan
SWP	State Water Project
SWPPP	Stormwater Pollution Prevention Plan
TIA	traffic impact analysis
TMDL	total maximum daily load
TMO	transportation management office
TSCA	Toxic Substance Control Act
TSM	Transportation System Management
TSP	Total Suspended Particulates
U.S. EPA	U.S. Environmental Protection Agency
UBC	Uniform Building Code
UBE	Upper Bound Earthquake
URBEMIS 2001	URBEMIS air quality model
URM	unreinforced masonry
UST	Underground Storage Tank
UWMP	Urban Water Management Plan
VOC	volatile organic compounds
VPD	vehicles per day
VPH	vehicles per hour
WRCB	State Water Resources Control Board

2.0 SUMMARY

This section summarizes the alternatives assessed in this EA/EIR, and also identifies the environmental impacts, mitigation measures, and residual impacts associated with the alternatives.

2.1 PROJECT ALTERNATIVES

Alternative 1 – No Project Alternative

According to Section 4102.14(d) of the Council of Environmental Quality (CEQ) Regulations for Implementing the National Environmental Policy Act (NEPA), and Section 15126.6(e) of the California Environmental Quality Act, a No Action/No Project.

Alternative 2 – Repair and Reuse Alternative (Proposed Alternative)

The repair and reuse alternative or proposed alternative would include repairing the Hall of Justice by seismically retrofitting the earthquake-damaged building into a useable office building while preserving and restoring selected historic features. Alternative 2 would include the repair of the interior of the Hall of Justice building to provide 325,000 square feet of useable office space, the development of a new multi-level garage with 1,000 parking spaces on the site, landscape and hardscape improvements, architectural and security lighting, and necessary upgrades to utility systems. In addition, Alternative 2 would include the restoration of the core and shell elements of this building, the cleaning, refurbishing, and repair of the historic exterior wall materials, and certain historically significant interior areas.

Alternative 3 – Adaptive Reuse of the Existing Building to Secretary of Interior Standards

Alternative 3 would include repair of the Hall of Justice, per the Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings. In other words, all character-defining historic features and elements of the building would remain entirely intact under this alternative. Alternative 3 would include the repair of the interior of the Hall of Justice building to provide for 199,132 square feet of useable "Class A" office space, the development of a new multi-level garage with 1,000 parking spaces, landscape and hardscape improvements, architectural and security lighting, and necessary upgrades to utility systems. In addition, Alternative 3 would include the cleaning, refurbishing and repair of the historic exterior wall materials.

2.2 ALTERNATIVES EVALUATION MATRIX

As indicated previously, three alternatives were considered in this EA/EIR. **Table 2.0-1, Summary of Project Alternative Impacts,** represents an alternative evaluation matrix that compares the environmental and socioeconomic effects of these three alternatives. The environmental and socioeconomic topics summarized include in **Table 2.0-1** are discussed in detail in **Section 4.0, Affected Environment and Potential Impacts of the Alternatives Considered,** of this EA/EIR.

Table 2.0-1
Summary of Project Alternative Impacts

Environmental Impact	Mitigation Measures	Residual Impact
GEOLOGY AND SOILS		
Alternative 1 Under the No Project Alternative, the project site would remain in its present state. No impacts to geology and soils would occur with the implementation of this alternative.	No mitigation measures are required.	Less Than Significant.
Alternative 2 Impacts associated with surface fault rupture, landslides, seismically induced settlement, tsunami, seiches, and earthquake induced flooding would be less than significant. Faulting and seismic ground shaking impact would be reduced to a less than significant level through retrofitting the building and development of the new parking garage per UBC standards. Expansive soil impact would be reduced through adherence to the recommendations contained within the geotechnical report.	**GS-1** All structures shall be designed in accordance with the Uniform Building Code (UBC) and applicable County codes to ensure safety in the event of an earthquake. **GS-2** All recommendations contained in the project geotechnical engineering report shall be incorporated into the project to minimize impacts associated with site grading and structural design.	Less Than Significant.
Alternative 3 Impacts associated with surface fault rupture, landslides, seismically induced settlement, tsunami, seiches, and earthquake induced flooding would be less than significant. Faulting and seismic ground shaking impact would be reduced to a less than significant level through retrofitting the building and development of the new parking garage per UBC standards. Expansive soil impact would be reduced through adherence to the recommendations contained within the geotechnical report.	Same mitigation measures as identified for Alternative 2.	Less Than Significant.

Environmental Impact	Mitigation Measures	Residual Impact
TRAFFIC/CIRCULATION		
Alternative 1 Under this alternative, the Hall of Justice building would remain vacant and would not generate construction or operational traffic.	No mitigation measures are required.	Less Than Significant.
Alternative 2 **Construction** Following the addition of Alternative 3 related traffic, the increase in the CMA delay at the signalized key intersections would range from 0.003 to 0.055. These changes in average control delay would be insufficient to change the peak hour levels of service at any of the signalized key intersections and would not result in an increase in the CMA value that exceed significance threshold levels. Impacts under this alternative during construction are considered to be less than significant. No parking impacts from construction-related vehicles are expected to occur on the surrounding streets. All construction-related vehicles, including construction worker vehicles, would be parked on the project site. On street parking is in high demand in the project site area. If during peak construction activity-parking demand cannot be adequately accommodated on site, then a parking plan involving an off-site location would be implemented for the affected work crew.	In order to ensure construction activity does not interfere with weekday activities, the following measures are required: **T-1** Trucks and construction materials and equipment shall be staged on site whenever feasible. If additional space is necessary it is required that lane closure plans be submitted to the County and City of Los Angeles for approval. **T-2** Temporary "Truck Crossing" warning signs shall be placed in each direction in advance of each site driveway used by construction vehicles. **T-3** A flag person or persons shall be positioned at the project site to assist truck operators in entering and exiting the project area, and to help minimize conflicts with other motorists. **T-4** To the greatest extent possible, heavy-duty construction trucks shall be scheduled to arrive and depart before and after peak commuting periods of 7:00 AM to 10:00 AM and 4:00 PM to 7:00 PM. **T-5** A construction worker ridesharing plan shall be implemented to reduce construction-related trips. **T-6** An off-site parking area for construction workers personal vehicles shall be established during peak construction activity days/time periods when all worker vehicles cannot be accommodated on site.	Less Than Significant.

Environmental Impact	Mitigation Measures	Residual Impact
TRAFFIC/CIRCULATION (CONTINUED)		
Alternative 2 (continued) **Construction (continued)**	**T-7** Once a site has been identified for hauling excess dirt, a haul route shall be developed which keeps trucks on major boulevards. The haul route shall be reviewed and approved by the County and City.	Less Than Significant.
Operational Under this alternative, the signalized key intersections would provide acceptable levels of service in the year 2005 (LOS C or better). Following the addition of Alternative 2 related traffic, the increase in the Critical Movement Analysis (CMA) delay at the signalized key intersections would range from 0.003 to 0.027. These changes in average control delay would be insufficient to change the peak hour levels of service at any of the signalized key intersections and would not result in an increase in the CMA value that exceed significance threshold levels.	No mitigation measures are required.	Less Than Significant.
Alternative 3 **Construction** Following the addition of Alternative 3 related traffic, the increase in the CMA delay at the signalized key intersections would range from 0.003 to 0.055. These changes in average control delay would be insufficient to change the peak hour levels of service at any of the signalized key intersections and would not result in an increase in the CMA value that exceed significance threshold levels. Impacts under this alternative during construction are considered to be less than significant. No parking impacts from construction-related vehicles are expected to occur on the surrounding streets. All construction-related vehicles, including construction worker vehicles, would be parked on the project site. On street parking is in high demand in the project site area. If during peak construction activity-parking demand cannot be adequately accommodated on site, then a parking plan involving an off-site location would be implemented for the affected work crew.	Same mitigation measures as identified for Alternative 2.	Less Than Significant.

Environmental Impact	Mitigation Measures	Residual Impact
TRAFFIC/CIRCULATION (CONTINUED)		
Alternative 3 (continued) **Operational** Under Alternative 3, the Hall of Justice would be occupied with approximately the same amount of full-time employees (1,350) as under the 1994 conditions. Given that the traffic discount rates were applied for the previous occupancy of the building, this alternative would not result in a net increase in traffic.	No mitigation measures are required.	Less Than Significant.
PUBLIC HEALTH & SAFETY/HAZARDOUS MATERIAL		
Alternative 1 Under Alternative 1, the Hall of Justice would remain vacant and unsafe for occupancy and would continue to deteriorate physically. Implementation of this alternative could result in long-term public health hazards due to the non-removal of existing on-site hazardous materials.	No mitigation measures are required.	Less Than Significant.

Environmental Impact	Mitigation Measures	Residual Impact
PUBLIC HEALTH & SAFETY/HAZARDOUS MATERIAL (CONTINUED)		
Alternative 2 Impacts associated with Asbestos Containing Materials (ACM), Lead Containing Paint (LCP), Polychlorinated Biphenyls (PCBs), universal waste, biologically and bacterially affected materials/industrial hygiene waste would be significant. Radon gas impacts would be less than significant.	**HS-1** Asbestos-containing materials shall be removed or encapsulated under acceptable engineering methods and work practices by a licensed asbestos abatement contractor. Removal practices include, but are not limited to: containment of the area by plastic; negative air filtration; wet removal techniques; and personal respiratory protection and decontamination. The process shall be designed and monitored by a California Certified Asbestos Consultant. The abatement and monitoring plan shall be developed and submitted for review and approval by the appropriate regulatory agencies (currently the County of Los Angeles and South Coast Air Quality Management District). **HS-2** Prior to the renovation of the building, all loose and peeling paint shall be removed and disposed of by a licensed and certified lead abatement contractor, in accordance with local, state, and federal regulations. **HS-3** The abatement contractor shall be informed of which paint on the buildings shall be considered as containing lead. The contractor shall take appropriate precautions to protect his/her workers, the surrounding community, and to dispose of construction waste containing lead paint in accordance with local, state, and federal regulations. **HS-4** All on-site fluorescent light ballasts shall be assumed to contain PCBs, unless labeled "Does Not Contain PCBs", and shall be removed prior to renovation activities and disposed of by a licensed and certified PCB removal contractor, in accordance with local, state, and federal regulations. **HS-5** All on-site fluorescent light tubes, and electronic waste shall be assumed to contain heavy metals and shall be removed prior to renovation activities and disposed of by a licensed and certified abatement contractor, in accordance with local, state, and federal regulations.	Less Than Significant.

Environmental Impact	Mitigation Measures	Residual Impact
PUBLIC HEALTH & SAFETY/HAZARDOUS MATERIAL (CONTINUED)		
Alternative 2 (continued)	**HS-6** All biological and bacterial waste shall be removed prior to renovation activities by trained and equipped personnel. **HS-7** All medical waste, including spent needles, shall be properly categorized and removed by a trained and equipped personnel prior to renovation activities. **HS-8** All spent and partially used containers of chemicals shall be categorized/classified (acids, bases, etc.), lab packed, manifested, and removed prior to renovation activities by a licensed and certified abatement contractor, in accordance with local, state, and federal regulations.	
Alternative 3 Under this alternative, impacts associated with ACM, LCP, PCBs, universal waste, biologically and bacterially affected materials/industrial hygiene waste would be significant. Radon gas impacts would be less than significant.	Same as identified for Alternative 2.	Less Than Significant.
SOCIO-ECONOMIC ISSUES/ENVIRONMENTAL JUSTICE Each Federal Agency is required to analyze the effects, including human health, economic and social effects, of Federal actions, including effects on minority communities and low-income communities, when such analysis is required under the NEPA. As a general rule, CEQA only requires an analysis of the environmental impacts of a project. Economic and social effects of a project are not treated as significant effects on the environment. CEQA *Guidelines*, §15131(a).		
Alternative 1 Under Alternative 1, the Hall of Justice would remain vacant and unsafe for occupancy and would continue to deteriorate physically. Given the current condition of the building, a program would be required in order to observe and routinely inspect the building to ensure it posed no imminent threat or safety hazard to the surrounding environs. Implementation of this alternative would not result in short-term or long-term noise, air quality, or traffic impacts nor displaces or divides a community. Consequently, this alternative would result in less than significant impacts to minority or low-income individuals and would be consistent with Executive Order (EO) 12898.	No mitigation measures are required.	Less Than Significant.

Environmental Impact	Mitigation Measures	Residual Impact
SOCIO-ECONOMIC ISSUES/ENVIRONMENTAL JUSTICE (CONTINUED) Each Federal Agency is required to analyze the effects, including human health, economic and social effects, of Federal actions, including effects on minority communities and low-income communities, when such analysis is required under the NEPA. As a general rule, CEQA only requires an analysis of the environmental impacts of a project. Economic and social effects of a project are not treated as significant effects on the environment. CEQA *Guidelines*, §15131(a).		
Alternative 2 Construction of this alternative would result in short-term air, noise and traffic impacts as described in the respective sections of this document. According to NEPA Law and Litigation 8:49, temporary environmental effects including temporary disruption during construction activities "are not significant effects that require an environmental impact statement." Consequently, construction would not cause significant environmental impacts to minority or low-income individuals and is consistent with the provisions of EO 12898. Operation of this alternative would result in long-term air, noise, and traffic impacts as described in the respective sections of this document. These impacts are considered to be less than significant. Consequently, the operation of the project would not cause significant environmental impacts to minority or low-income individuals and is consistent with the provisions of EO 12898. The project would not displace any on-site or off-site permanent residents and/or commercial businesses. In fact, this project may provide some short-term and long-term employment opportunities for minority and low-income individuals in the area by providing business/personal services to the building occupants. This in turn would provide for increased business opportunities adjacent to the project site, as well as outlying areas. In addition, the implementation of this alternative would have beneficial impacts on the surrounding neighborhoods through the provision of more efficient governmental services such as better security from the Sheriff locating an office within the Civic Center area. Another benefit of the project would include halting the physical deterioration of the Hall of Justice and surrounding neighborhood by repairing this facility. For the above reasons, the repair of Hall of Justice would not cause environmental injustice to minority or low-income individuals and is consistent with provisions of EO 12898.	No mitigation measures are required.	Less Than Significant.

Environmental Impact	Mitigation Measures	Residual Impact
SOCIO-ECONOMIC ISSUES/ENVIRONMENTAL JUSTICE (CONTINUED) Each Federal Agency is required to analyze the effects, including human health, economic and social effects, of Federal actions, including effects on minority communities and low-income communities, when such analysis is required under the NEPA. As a general rule, CEQA only requires an analysis of the environmental impacts of a project. Economic and social effects of a project are not treated as significant effects on the environment. CEQA *Guidelines*, §15131(a).		
Alternative 3 Socioeconomic and environmental justice issues under this alternative would be same as described for Alternative 2. Construction and operational noise air quality, and traffic impacts would be less than significant. This alternative would benefit the community by providing short-term and long-term employment opportunities, increased business opportunities, and more efficient governmental services. Consequently, this alternative would not cause significant environmental impacts to minority or low-income individuals and is consistent with the provisions of EO 12898.	No mitigation measures are required.	Less Than Significant.
VISUAL QUALITY		
Alternative 1 Under Alternative 1, the Hall of Justice would remain vacant and unsafe for occupancy and would continue to deteriorate physically. Implementation of this alternative; thus, could result in a long-term reduction in the visual quality of the Civic Center area.	No mitigation measures are required.	Less Than Significant.

Environmental Impact	Mitigation Measures	Residual Impact
VISUAL QUALITY (CONTINUED)		
Alternative 2 **Construction** Overall, the construction period is anticipated to last approximately 30 months. Development of the project would require the demolition/dismantling and removal of the existing asphalt surface parking areas, the digging of subterranean parking garage levels, and the cleaning and rehabilitation of the Hall of Justice building. During this time, equipment such as heavy trucks, and stockpiled cut material may be visible and/or obstruct views of surrounding land uses. This would result in a short-term impact on views from adjacent office uses. The short-term visual effects of grading and construction operations would be unavoidable, since little can be done to improve the aesthetics of a construction area. Short-term visual impacts are considered to be adverse, but less than significant, since the impacts would be temporary. Lighting for construction purposes, if necessary, would be limited to low level lighting for safety and security purposes.	No mitigation measures are required.	Less Than Significant.

Environmental Impact	Mitigation Measures	Residual Impact
VISUAL QUALITY (CONTINUED)		
Alternative 2 (continued) **Operational** Construction of a new 1000-space parking structure is proposed as part of Alternative 2. The structure would be located on the northern side of the Hall of Justice site, along Aliso Street, significantly screened from the Temple Street view by the Hall of Justice building, and it would replace the existing surface parking lot. The new parking structure would be visible from the Federal Courthouse and upper floors of the City Hall, as well as to motorists on Spring Street, Aliso Street, and North Broadway. The parking structure is planned to include up to 4.5 levels below grade and up to 4.5 levels above grade. This structure would be designed with an exterior skin that is compatible with the surface texture, color and architectural features of the Hall of Justice building. The aboveground height of this proposed structure is to match the 4th floor-line of the Hall of Justice building, where a significant architectural bullnose feature occurs on the Hall of Justice exterior. Overall, the development of the parking structure would provide for in-fill development and would be designed to be compatible with the existing Hall of Justice structure. Under this alternative, strategically placed lighting would be provided to highlight architectural elements and building signage. In addition, security and safety lighting will be provided as necessary, and would be limited to building walkway and parking areas. These light sources would be oriented towards the ground and shielded or screened. This would prevent illumination from both spreading into the surrounding areas (which are not considered light sensitive), and interfering with vehicle traffic on surrounding roadways.	No mitigation measures are required.	Less Than Significant.
Alternative 3 Implementation of this alternative would result in the same construction and operation-related impacts as described under Alternative 2.	No mitigation measures are required.	Less Than Significant.

Environmental Impact	Mitigation Measures	Residual Impact
AIR QUALITY		
Alternative 1 Under this alternative, the Hall of Justice building would remain vacant and would not generate construction or operational air quality emissions.	No mitigation measures are required.	Less Than Significant.
Alternative 2 **Construction** Emissions associated with three criteria pollutants, Carbon Monoxide (CO), Particulate Matter (PM_{10}) and Oxides of Sulfur (SO_2), would all be below the adopted threshold levels throughout the duration of construction activities. However, Reactive Organic Cases (ROG), and Oxides of Nitrogen (NO_x) emissions would exceed the adopted threshold established by the South Coast Air Quality Management District (SCAQMD). As a result, construction air quality impacts would be significant. While this short-term impact is considered significant under CEQA, it is not considered a significant regional impact under NEPA. According to NEPA Law and Litigation Section 8:49, temporary environmental effects, including disruption due to construction activities, are not significant effects.	**AQ-1** The project will implement dust control measures consistent with SCAQMD Rule 403 - Fugitive Dust during the construction phases of new project development. The following actions are currently recommended to implement Rule 403 and have been quantified by the SCAQMD as being able to reduce dust generation between 30 and 85 percent depending on the source of the dust generation: • Apply water and/or approved nontoxic chemical soil stabilizers according to manufacturer's specification to all inactive construction areas (previously graded areas that have been inactive for 10 or more days). • Replace ground cover in disturbed areas as quickly as possible. • Enclose, cover, water twice daily, or apply approved chemical soil binders to exposed piles with 5 percent or greater silt content. • Water active grading sites at least twice daily during construction activities. • Suspend all excavating and grading operations when wind speeds (as instantaneous gusts) exceed 25 miles per hour over a 30-minute period.	Significant and Unavoidable (CEQA); Less Than Significant (NEPA).

Environmental Impact	Mitigation Measures	Residual Impact
AIR QUALITY (CONTINUED)		
Alternative 2 (continued) **Construction (continued)**	• All trucks hauling dirt, sand, soil, or other loose materials are to be covered or should maintain at least 2 feet of freeboard (i.e., minimum vertical distance between top of the load and the top of the trailer), in accordance with Section 23114 of the California Vehicle Code. • Sweep streets at the end of the day if visible soil material is carried over to adjacent roads. • Install wheel washers or gravel construction entrances where vehicles enter and exit unpaved roads onto paved roads, or wash off trucks and any equipment leaving the site each trip. • Post and enforce traffic speed limits of 15 miles per hour or less on all unpaved roads. **AQ-2** The project contractor shall require, by contract specifications, that construction equipment engines will be maintained in good condition and in proper tune per manufacturer's specification for the duration of construction. **AQ-3** The project contractor shall require, by contract specifications, that construction operations where feasible rely on the project site's existing electricity infrastructure rather than electrical generators powered by internal combustion engines. **AQ-4** The project contractor shall require, by contract specifications, that construction-related equipment, including heavy-duty equipment, motor vehicles, and portable equipment, be turned off when not in use for more than five minutes. **AQ-5** The project contractor shall encourage contractors to utilize alternative-fuel construction equipment (i.e., compressed natural gas, liquid petroleum gas, and unleaded gasoline) and low-emission diesel construction equipment, to the extent that such equipment is reasonably available and cost effective.	

Environmental Impact	Mitigation Measures	Residual Impact
AIR QUALITY (CONTINUED)		
Alternative 2 (continued) **Construction (continued)** None of the five criteria pollutants (ROG, CO, PM_{10}, SO_2, and NO_x) would exceed the adopted SCAQMD operational thresholds under this alternative. Therefore, under this alternative, primary effects would be less than significant.	No mitigation measures are required.	Less Than Significant.

Environmental Impact	Mitigation Measures	Residual Impact
AIR QUALITY (CONTINUED)		
Alternative 3 **Construction** Construction emissions associated with this alternative would be the same as described under Alternative 2 on a daily basis but would be less on an overall basis. This is due to the shorter construction schedule associated with this alternative. Nonetheless, the amount of construction emissions associated with this alternative would remain significant with respect to ROG and NO_x emissions. While this short-term impact is considered significant under CEQA, it is not considered a significant regional impact under NEPA. According to NEPA Law and Litigation Section 8:49, temporary environmental effects, including disruption due to construction activities, are not significant effects.	Same mitigation measures as identified for Alternative 2.	Significant and Unavoidable (CEQA); Less Than Significant (NEPA).
Operational Under Alternative 3, the Hall of Justice would be occupied with approximately the same amount of full-time employees (1,350), as under the 1994 conditions. Because Alternative 3 would be occupied with the same amount of employees this alternative would not result in a net increase in daily traffic. As this alternative would not result in a net increase in vehicle trips, air quality emissions associated with this alternative would be negligible. It should be noted that, as stated earlier, the vehicular air quality emissions associated with the 1,350 employees already exists in the region and to quantify those emissions as a result of this alternative would be double counting. Therefore, under this alternative, primary effects would be less than significant.	No mitigation measures are required.	Less Than Significant.
NOISE		
Alternative 1 Under this alternative, the Hall of Justice building would remain vacant and would not result in any construction noise. Additionally, there would be no net change in ambient noise levels with regards to operational noise levels.	No mitigation measures are required.	Less Than Significant.

Environmental Impact	Mitigation Measures	Residual Impact
NOISE		
Alternative 2 **Construction** Construction activities associated with this alternative would occur approximately 100 feet from existing commercial uses. Employment of all feasible noise attenuation devices and techniques may be capable of reducing noise levels for stationary equipment to some degree, but trucks and other mobile equipment cannot be surrounded by noise barriers at all locations. Given these factors, periodic noise levels of 95 dB(A) should be anticipated at 50 feet from various types of mobile and stationary construction equipment. Noise levels would diminish with distance from the construction site at a rate of approximately 6 dB(A) per doubling of distance. Thus, as the nearest uses are within 100 feet of the loudest construction equipment, periodic noise levels of up to 90 dB(A) could occur on adjacent off-site properties. Periodic construction noise levels would be noticeable and would constitute a temporary significant noise impact at adjacent off-site commercial uses. While this short-term impact is considered significant under CEQA, it is not considered a significant regional impact under NEPA. According to NEPA Law and Litigation Section 8:49, temporary environmental effects, including disruption due to construction activities, are not significant effects.	**N-1** All construction equipment, fixed or mobile, that is utilized on the site for more than two working days shall be in proper operating condition and fitted with standard factory silencing features. To ensure that mobile and stationary equipment is properly maintained and meets all federal, state, and local standards, the applicant shall maintain an equipment log. The log shall document the condition of equipment relative to factory specifications and identify the measures taken to ensure that all construction equipment is in proper tune and fitted with an adequate muffling device. The log shall be submitted to the Department of Public Works for review and approval on a quarterly basis. A County Building Official or a designee shall spot check to ensure compliance. **N-2** The applicant shall provide adjacent owners with a construction schedule 10 days in advance of activities. The applicant shall submit a copy of the scheduled and mailing list to the appropriate County regulatory agency prior to the initiation of construction activities. A County Building Official or a designee shall spot check and respond to complaints. **N-3** All construction activity, including grading, transport of material or equipment and warming-up of equipment, shall be limited to between the hours of 7 AM to 7 PM, Monday through Friday, and shall not occur during Saturday and Sunday unless approved by the County. Non-noise generating exterior construction activities such as interior work shall not be subject to these restrictions. The work schedule shall be posted at the construction site and modified as necessary to reflect any approved deviations.	Significant and Unavoidable (CEQA); Less Than Significant (NEPA).

Environmental Impact	Mitigation Measures	Residual Impact
NOISE (CONTINUED)		
Alternative 2 (continued)		
Construction (continued)	**N-4** The project applicant shall post a notice at the construction site and along the proposed truck haul route. The notice shall contain information on the type of project, anticipated duration of construction activity, and provide a phone number where people can register questions and complaints. The applicant shall keep record of all complaints and take appropriate action to minimize noise generated by the offending activity where feasible. A monthly log of noise complaints shall be maintained by the applicant and submitted to the County.	
Operational		
Vehicle Noise		
The largest increase in roadway noise levels when comparing the 2005 Without Project and the 2005 With Project was 0.1 dB(A). As stated earlier, noise increases less than 3 dB(A) are not noticeable by the human ear. As a result, the vehicular noise level increase attributable to this alternative would not be noticeable. Consequently, vehicular noise impacts would be less than significant.	No mitigation measures are required.	Less Than Significant.
Parking Structure Noise		
Under this alternative, a new five-level parking structure three levels of parking above grade would be constructed adjacent to the northeast wall of the Hall of Justice building. Typical noises occurring in a parking structure would include doors shutting, engines starting, car acceleration, parking lot cleaning, and other maintenance activities. Other noises can include tire squeal noise (depending on the material used for ramps and parking surfaces), and car alarms. These noises would occur intermittently (and, in the cases of doors shutting and engines starting, for only one to several seconds). These sounds are no different than those noises already occurring on the streets, driveways, and parking lots that exist in the downtown civic center area. Noise levels associated with on site activities would not result in a significant impact.	No mitigation measures are required.	Less Than Significant.

Environmental Impact	Mitigation Measures	Residual Impact
NOISE (CONTINUED)		
Alternative 2 (continued) **Operational (continued)** *Mechanical Equipment* Occasional operational noise would result from landscape, mechanical and disposal services. Such activities currently occur in the surrounding vicinity and the proposed project would not result in any noticeable change with regard to mechanical and stationary noise sources given the heavily urbanized environment of the downtown civic center. Noise levels associated with on site activities would not result in a significant impact.	No mitigation measures are required.	Less Than Significant.
Alternative 3 **Construction** Under this alternative, construction noise and vibration impacts would be the same as described under Alternative 2. Therefore, short-term construction noise impacts would be significant, while vibration would not be significant. It should be noted that this is a short-term impact that would no longer remain significant once all construction activities have been completed. While this short-term impact is considered significant under CEQA, it is not considered a significant regional impact under NEPA. According to NEPA Law and Litigation Section 8:49, temporary environmental effects, including disruption due to construction activities, are not significant effects.	Same as identified for Alternative 2.	Significant and Unavoidable (CEQA); Less Than Significant (NEPA).

Environmental Impact	Mitigation Measures	Residual Impact
NOISE (CONTINUED)		
Alternative 3 (continued) **Construction** ***Vehicular Noise*** The Hall of Justice currently occupies the project site. In 1994 there was approximately 537,585 gross square feet with 1,343 employees and 527 inmates on 15 floors. After renovation under Alternative 3, the Hall of Justice would be 537,585 gross square feet with 199,132 usable square feet. Under Alternative 3, the Hall of Justice would be occupied with approximately the same amount of full-time employees (1,350), as under the 1994 conditions. Because Alternative 3 would be occupied with the same amount of employees this alternative would not result in a net increase in daily traffic. More specifically, as no net daily traffic would be generated under this alternative, there would be no net change under the 2005 Plus Project Scenario when compared to the 2005 Without Project Scenario. Therefore, under this alternative, primary effects would be less than significant.	No mitigation measures are required.	Less Than Significant.
Parking Structure Noise Under this alternative, a new 9-level parking structure with three and half levels of parking above grade would be constructed adjacent to the northeast wall of the Hall of Justice building. Since the parking structure planned under this alternative would be identical in design as described under Alternative 2, noise levels associated with the use of the structure would be identical. Based on the thresholds presented earlier in this section, noise levels associated with the parking structure would not result in a significant impact.	No mitigation measures are required.	Less Than Significant.
Mechanical and Stationary Noise Under this alternative, operational noise would result from landscape, mechanical and disposal services. As these noise sources would be same as those described under Alternative 2, noise levels would be identical. Based on the thresholds presented earlier in this section, noise levels associated with mechanical and stationary noise sources would not result in a significant impact.	No mitigation measures are required.	Less Than Significant.

Environmental Impact	Mitigation Measures	Residual Impact
PUBLIC SERVICES AND UTILITIES		
Alternative 1 Under Alternative 1, the Hall of Justice would remain vacant and unsafe for occupancy and would continue to deteriorate physically. No demand for potable water, energy or landfill capacity would be associated with this alternative.	No mitigation measures are required.	Less Than Significant.
Alternative 2 ***Water Supply*** Estimated water demand at full occupancy under this alternative would be approximately 48,750 gallons per day. Water conservation measures, as required by the State of California, would be incorporated into the renovated structure. Specific measures would include the use of low-flush toilets and urinals consistent with Health and Safety Code Section 17921.3, use of self-closing faucets in public lavatories consistent with Government Code Section 7800, and use of insulation and water-heating systems to reduce water used before hot water reaches equipment or fixtures. The Los Angeles Department of Water and Power (LADWP) maintains sufficient supplies to meet increased demand experienced during periods of low rainfall. On the whole, water supplies of the City of Los Angeles would be sufficient to meet projected water demands over the next 20 years. This would include the projected water demand for Alternative 2. Given the above, rehabilitation and reuse as considered under Alternative 2 would not cause a significant impact on water supplies within the LADWP service area.	No mitigation measures are required.	Less Than Significant.

Environmental Impact	Mitigation Measures	Residual Impact
PUBLIC SERVICES AND UTILITIES (CONTINUED)		
Alternative 2 (continued) *Sewer Service* Estimated wastewater generation upon full occupancy under this alternative would be approximately 36,565 gallons per day. The repaired Hall of Justice structure requires only a single 8-inch line for service, but preliminary plans propose to split the service to two of the existing facilities, which allows greater flexibility in system design. The project would connect to the existing system, which involves coordination with the City Department of Public Works regarding design, operation, and maintenance. The project applicant would also pay sewage connection fees based on the number of plumbing fixtures associated with the project. These funds are used to provide relief for existing lines nearing capacity in the downtown area. Based on the above, and that adequate capacity exists within the receiving trunk sewer, no significant impact to wastewater collection and distribution facilities would occur as a result of project development. Effluent generated under Alternative 2 represents less than one percent of the treatment plant's remaining capacity of 92 MGD. Since effluent generated under this alternative would be within the existing remaining capacity of the plant, no significant impact to treatment facilities would occur.	No mitigation measures are required.	Less Than Significant.
Energy During construction and renovation activities, the proposed Hall of Justice building would require the expenditure of electrical energy to operate power equipment, provide light and cooling. At buildout, electricity would be required to operate cooling equipment, provide lighting and power appliances and equipment. The demand for energy at buildout of Alternative 2 is approximately 2.8 million kilowatts of electricity annually. These energy resources are available commercially and would likely be utilized at other sites if not used for this project. Given that supplies of these materials are adequate, and that the project is subject to energy conservation measures outlined in Title 24, no significant impacts are anticipated with selection of Alternative 2.	No mitigation measures are required.	Less Than Significant.

Environmental Impact	Mitigation Measures	Residual Impact
PUBLIC SERVICES AND UTILITIES (CONTINUED)		
Alternative 2 (continued) ***Solid Waste*** Operation of office uses associated with Alternative 2 are anticipated to generate a variety of waste types including food (17%), paper (32.5%), plastic (10.5%) and corrugated cardboard (7%) based on data provided by the California Integrated Waste Management Board. Using solid waste generation rates provided by the Board, full occupancy under Alternative 2 is anticipated to generate approximately 593 TPY of waste, assuming no recycling. It is not possible to determine a specific landfill that would receive solid waste generated by users of the renovated structure. This is because private carriers have the option of disposing solid waste at any number of available landfills in-County and out-of-County (e.g., Orange, San Bernardino, Riverside, and Ventura) dependent upon tipping fees, transportation costs, and other economic considerations. Consequently, no single landfill would accept all the solid waste generated over the lifespan of this project. Moreover, all development projects in unincorporated areas are required to cooperate with Countywide programs and to implement site-specific source reduction, recycling and reuse programs. The renovated Hall of Justice property would cooperate with these existing programs through actions such as use of designated recycling separation areas that are conveniently located and prominently marked. With participation in these programs, the estimated 539 TPY of increased solid waste generated by the proposed project would be reduced by up to 50 percent. Further, the County is obligated to meet the recycling and source reduction requirements of AB 939 and, therefore, must continue the recycling programs in place and expand these programs as needed. Compliance with these requirements would reduce the volume of waste entering landfills. Based on the incorporation of source reduction and recycling into the project design and the disposal options available throughout the Southern California region, solid waste generation and disposal associated with this Alternative would not be considered a significant impact.	No mitigation measures are required.	Less Than Significant.

Environmental Impact	Mitigation Measures	Residual Impact
PUBLIC SERVICES AND UTILITIES (CONTINUED)		
Alternative 3 ***Water Supply*** Estimated wastewater generation upon full occupancy under this alternative would be approximately 30,000 gallons per day. As described under Alternative 2, this alternative would also incorporate water conservation features consistent with state law and renovation and reuse of the property as proposed would be consistent with existing zoning and General Plan designations for the site. As such, the project is within the growth projections contained in the Los Angeles General Plan Framework, so this water demand was taken into account in the projections contained in the 2000 Urban Water Management Plan (UWMP) prepared by LADWP. Consequently, data from the UWMP demonstrates the sufficiency of future water supplies to meet project demands as detailed above under Alternative 2 and no significant impacts are anticipated.	No mitigation measures are required.	Less Than Significant.

Environmental Impact	Mitigation Measures	Residual Impact
PUBLIC SERVICES AND UTILITIES (CONTINUED)		
Alternative 3 (continued) *Sewer Service* Estimated wastewater generation upon full occupancy under this alternative would be approximately 22,500 gallons per day. The repaired Hall of Justice structure requires only a single 8-inch line for service, but preliminary plans propose to split the service to two of the existing facilities, which allows greater flexibility in system design. The project would connect to the existing system, which involves coordination with the City Department of Public Works regarding design, operation, and maintenance. The project applicant would also pay sewage connection fees based on the number of plumbing fixtures associated with the project. These funds are used to provide relief for existing lines nearing capacity in the downtown area. Based on the above, and that adequate capacity exists within the receiving trunk sewer, no significant impact to wastewater collection and distribution facilities would occur as a result of project development. Effluent generated under Alternative 3 represents less than one percent of the treatment plant's remaining capacity of 92 MGD. Since effluent generated under this alternative would be within the existing remaining capacity of the plant, no significant impact to treatment facilities would occur.	No mitigation measures are required.	Less Than Significant.
Energy During construction and renovation activities, the proposed Hall of Justice building would require the expenditure of electrical energy to operate power equipment, provide light and cooling. At buildout, electricity would be required to operate cooling equipment, provide lighting and power appliances and equipment. The demand for energy at buildout of Alternative 3 is approximately 1.75 million kilowatts of electricity annually. These energy resources are available commercially and would likely be utilized at other sites if not used for this project. Given that supplies of these materials are adequate, and that the project is subject to energy conservation measures outlined in Title 24, no significant impacts are anticipated with selection of Alternative 3.	No mitigation measures are required.	Less Than Significant.

Environmental Impact	Mitigation Measures	Residual Impact
PUBLIC SERVICES AND UTILITIES (CONTINUED)		
Alternative 3 (continued) *Solid Waste* Similar to Alternative 2, operation of office uses associated would generate a variety of waste types including food, paper, plastic, and corrugated cardboard. Using solid waste generation rates provided by the Board, full occupancy under Alternative 3 is anticipated to generate approximately 363 TPY of waste assuming no recycling. Future occupants of the building would be required to participate in the County's source reduction and recycling programs. With participation in these programs, the estimated 363 TPY of increased solid waste generated by the proposed project would be reduced by up to 50 percent. Further, the County is obligated to meet the recycling and source reduction requirements of AB 939 and, therefore, must continue the recycling programs in place and expand these programs as needed. Compliance with these requirements would reduce the volume of waste entering landfills. Based on the incorporation of source reduction and recycling into the project design and the disposal options available throughout the Southern California region, solid waste generation and disposal associated with this Alternative would not be considered a significant impact.	No mitigation measures are required.	Less Than Significant.
WATER RESOURCES/FLOOD ENCROACHMENT		
Alternative 1 Under this alternative, the Hall of Justice building would remain vacant and would not impact water quality during construction or operational phases.	No mitigation measures are required.	Less Than Significant.

Environmental Impact	Mitigation Measures	Residual Impact
WATER RESOURCES/FLOOD ENCROACHMENT (CONTINUED)		
Alternative 2 **Construction** ***Site Preparation*** Construction and grading activities both onsite and offsite would involve the operation of heavy equipment and cutting of excavations. Projects that disturb between 2 to 5 acres of area during construction, are required to prepare a Storm Water Pollution Prevention Plan (SWPPP) in accordance with the County of Los Angeles NPDES Municipal Stormwater Permit No. CAS004001. This permit requires that a SWPPP be prepared specifying Best Management Practices (BMPs) to reduce erosion of disturbed soils. In addition, the SWPPP would require that if any spills of materials known to be water pollutants or hazardous materials do occur, the proper agencies would be contacted immediately (if necessary) and appropriate clean up of the spill would take place as soon as possible. Prior to issuance of any grading or building permits, the County must approve the SWPPP. Potential water quality impacts of the proposed project would be less than significant through the preparation and implementation of the SWPPP as specified in the NPDES Permit. Depth to groundwater in the project area is estimated to fluctuate between 20 to 75 feet below the ground surface. Grading activities may require rough grading up to depths of 48 feet for placement of the subterranean portion of the new parking garage. Temporary dewatering systems for the subterranean parking structures would require an NPDES Permit for ground water discharge from the LARWQCB. This permit would ensure that water discharged to the storm drains would meet all NPDES requirements for suspended solids, organic material, and other water quality parameters thereby reducing water quality impacts associated with this activity to less than significant.	No mitigation measures are required.	Less Than Significant.

Environmental Impact	Mitigation Measures	Residual Impact
WATER RESOURCES/FLOOD ENCROACHMENT (CONTINUED)		
Alternative 2 (continued) **Construction (continued)** *Exterior Building Cleaning* The exterior surfaces of the Hall of Justice building would be cleaned with methods complying with recommendations of the Department of the Interior. Pre-washing would be utilized at areas of distinct staining. General cleaning would follow, using a restoration-type cleaner. The cleaning procedures for the exterior building cleaning would involve the placement of barricades around the building to prevent the public from entering areas being cleaned. Plastic sheeting would be fixed to the building and cover the ground with berms established to retain runoff from the cleaning process. All pre-cleaning, cleaning, and rinsing would be captured and effluent pumped into drums onsite. Collected effluent in the drums would be neutralized to a pH of between 6 to 8 and run through a 4 to 6 stage filter system, with the final filter being a 5-micron filter. The effluent would then be tested and upon acceptable test results would be released into the City storm drain system. Temporary discharge into the drainage system would require an NPDES Permit from the LARWQCB. This permit would ensure that water discharged to the storm drains would meet all NPDES requirements for suspended solids, organic material, and other water quality parameters thereby reducing water quality impacts associated with this activity to less than significant.	No mitigation measures are required.	Less Than Significant.

Environmental Impact	Mitigation Measures	Residual Impact
WATER RESOURCES/FLOOD ENCROACHMENT (CONTINUED)		
Alternative 2 (continued) **Operational** *Flooding and Drainage* EO 11988 prohibits Federal agencies from funding construction within a 100-year flood plain unless there are no practical alternatives. This project is not located within the 100-year flood plain as indicated on the Flood Insurance Rate Map (FIRM), Community Panel No. 060137-0074C for the City of Los Angeles. As such, potential flood plain encroachment issues are considered to be less than significant. Once the project is completed, approximately 85 percent of the Hall of Justice site would be covered with impervious surface, which is approximately a 10 percent reduction over existing conditions. All runoff would continue to be conveyed via street and gutters to storm inlet locations around the Hall of Justice site. Due to the reduction in impervious surface under this alternative over existing conditions, the amount of storm runoff conveyed from the site would be less than existing conditions. Consequently, potential drainage impacts are considered to be less than significant.	No mitigation measures are required.	Less Than Significant.

Environmental Impact	Mitigation Measures	Residual Impact
WATER RESOURCES/FLOOD ENCROACHMENT (CONTINUED)		
Alternative 2 (continued) *Water Quality* Common concerns related to surface water quality include the potential deposition of pollutants generated by motor vehicles and the maintenance and operation of landscape areas. Urban runoff contains almost every type of water pollutant, including suspended solids, bacteria, heavy metals, oxygen-demanding substances, nutrients, and oil and grease. Primary sources of urban runoff pollutants include animal droppings, atmospheric fallout, land erosion, lawn runoff (pesticides, herbicides, fertilizers), and pavement runoff. The quality of runoff from the project site would be subject to Section 402(p) of the Clean Water Act under the NPDES program. Development projects have responsibilities under the NPDES Municipal Permits No. CAS004001 to ensure pollutant loads from the projects do not exceed total maximum daily loads for downstream receiving waters. Development projects are required to submit and then implement a Standard Urban Storm Water Mitigation Plan (SUSMP) containing design features and BMPs appropriate and applicable to the project. The purpose of the SUSMP is to reduce post-construction pollutants in storm water discharges. Prior to issuance of any grading or building permits, the County must approve the SUSMP. Potential water quality impacts of the proposed project would be less than significant through the preparation and implementation of the SUSMP as specified in the NPDES Permit.	No mitigation measures are required.	Less Than Significant.

Environmental Impact	Mitigation Measures	Residual Impact
WATER RESOURCES/FLOOD ENCROACHMENT (CONTINUED)		
Alternative 3 **Construction** Implementation of this alternative would result in the same construction-related impacts as described under Alternative 2. During site preparation and exterior building cleaning activities, potential pollutants would be generated that would require the obtaining of NPDES Permits and implementations of BMPs to ensure that water quality standards are meet. In addition, during excavation for the parking garage dewatering may occur requiring the obtaining of an NPDES permit to discharge into the storm drain. Adherence to the requirement of these permits would reduce impacts associated with this alternative to a less than significant level. **Operational** Implementation of this alternative would result in the same operations-related impacts as described under Alternative 2. This alternative would provide impervious surfaces for the deposition of pollutants generated by motor vehicles and the maintenance and operation of landscape areas. In addition, this alternative would require the dewatering of the parking garage. This alternative would require the obtaining of NPDES Permits and implementation of BMPs to ensure that water quality standards are met. Adherence to the requirement of these permits would reduce impacts associated with this alternative to a less than significant level.	No mitigation measures are required. No mitigation measures are required.	Less Than Significant. Less Than Significant.
BIOLOGICAL RESOURCES		
Alternative 1 Under the No Project Alternative, the project site would remain in its present state. No impacts to biological resources would occur with the implementation of this alternative.	No mitigation measures are required.	Less Than Significant.

Environmental Impact	Mitigation Measures	Residual Impact
BIOLOGICAL RESOURCES (CONTINUED)		
Alternative 2 Construction of this alternative would include the removal of onsite ornamental vegetation and the potential replacement with, or addition of, new onsite vegetation for ornamental or passive energy conservation purposes. Along Temple Street, the ficus trees and Japanese zelkova tree would be removed and new street trees would be provided. Along North Broadway, the 7 magnolia trees would be retained, and the 4 olive trees would be removed and replaced with new magnolias. The 3 Japanese maple trees along Aliso Street would be relocated to Spring Street, and Aliso Street would receive new landscaping. The 11 Japanese maple trees along Spring Street would include retaining 8 of the trees and the removal of 3 trees near the new main entrance to the building. Landscaping in the area of the new main building entrance and pedestrian plaza on Spring Street would include various plant species including trees, hedges, lawns, and ground cover plant material. The loss of this non-native habitat is considered to be a less than significant biological resources impact. In addition to the loss of ornamental vegetation and trees, construction activities in the project area, including noise, barriers, and dust, would cause temporary disturbance to locally and regionally abundant wildlife species. Grading and soil compaction could result in the direct mortality of slow-moving and/or ground-dwelling animals. Because these animals are abundant and would likely reestablish in temporarily disturbed areas following construction, the level of construction-related mortality is considered less than significant. However, a number of bird species could be adversely affected as a result of construction or other site-preparation activities. Such activities could result in the direct loss of active nests or the abandonment and subsequent loss of active nests by adult birds. Bird nests with eggs or young are protected under the Federal Migratory Bird Treaty Act and the California Fish and Game Code. Depending on the number and extent of bird nests on the site that may be disturbed or removed, the loss of active bird nests would be a potentially significant impact.	**BIO-1** Within 15 days prior to exterior construction or site preparation activities that would occur during the nesting/breeding season of bird species potentially nesting on the site (typically March 1 through August 15), the applicant shall retain the services of a qualified biologist. The biologist shall conduct on-site surveys to determine if active bird nests, protected by the Migratory Bird Treaty Act and/or the California Fish and Game Code, are present within the construction zone. If active nests are found on or immediately adjacent to the site, a minimum buffer, as determined by the retained biologist, shall be temporarily fenced around the nest site. No construction activities shall be permitted within this nest zone until the young birds have fledged, as determined by the biologist.	Less Than Significant.

Environmental Impact	Mitigation Measures	Residual Impact
BIOLOGICAL RESOURCES (CONTINUED)		
Alternative 2 (continued) No endangered or threatened or otherwise sensitive biological resources (i.e., wetlands, vegetation, or wildlife) were found on the site, nor are any anticipated given present onsite conditions. Consequently, impacts to these resources are considered to be less than significant.		
Alternative 3 The removal and replacement of vegetation and ornamental trees would be the same under this alternative as Alternative 2, and would thus result in less than significant impacts. Wildlife disruption under this alternative, like Alternative 2, would be less than significant given that onsite animals are abundant and would likely reestablish in temporarily disturbed areas following construction. Since this alternative includes the removal of trees, potential impacts to active nest could occur resulting in potentially significant impacts.	Same as identified for Alternative 2.	Less Than Significant.

Environmental Impact	Mitigation Measures	Residual Impact
CULTURAL RESOURCES		
Alternative 1 **Paleontological Resources** Under the No Project Alternative, the project site would remain in its present state. No impacts to paleontological resources would occur with the implementation of this alternative.	No mitigation measures are required.	Less Than Significant.
Archaeological Resources Under the No Project Alternative, the project site would remain in its present state. No impacts to archaeological resources would occur with the implementation of this alternative.	No mitigation measures are required.	Less Than Significant.
Historic Architecture Under the No Project Alternative, the project site would remain in its present state. No impacts to historic architecture would occur with the implementation of this alternative.	No mitigation measures are required.	Less Than Significant.

Environmental Impact	Mitigation Measures	Residual Impact
CULTURAL RESOURCES (CONTINUED)		
Alternative 2 **Paleontological Resources** Grading for the construction of the new parking structure would include the removal of earth materials down to the level of the basement excavation, up to depths of 48 feet below the existing ground surface. Because there is a possibility that paleontological resources may be present within the boundaries of the project site, these activities may impact undocumented paleontological resources. Destruction of presently unknown paleontological resources would be considered a significant impact.	**PR-1** A qualified paleontologist shall be retained to monitor construction excavations in those portions of the project site that are underlain by geologic units with paleontological sensitivity. Monitoring shall include inspection of exposed rock units and microscopic examination of matrix to determine if fossils are present. If a representative initial sample of the site reveals no significant fossil remains to the satisfaction of the paleontological monitor, then such monitoring may be terminated. **PR-2** If fossils are present, the monitor shall collect matrix for processing. In order to expedite removal of fossil matrix, the monitor may request heavy machinery assistance to move large quantities of matrix out of the path of construction to designated stockpile areas. Testing of stockpiles shall consist of screen washing small samples (200 pounds) to determine if significant fossils are present. Productive tests will result in screen washing of additional matrix from the stockpiles to a maximum of 6,000 pounds per locality to ensure recovery of a scientifically significant sample. Fossils recovered shall be prepared, identified by qualified experts, and listed in a database to allow analysis. At each fossil locality, field data forms shall be used to record the locality. Stratigraphic columns shall be measured and appropriate scientific samples submitted for analysis.	Less Than Significant.

Environmental Impact	Mitigation Measures		Residual Impact
CULTURAL RESOURCES (CONTINUED)			
Alternative 2 (continued) **Archeological Resources** An intensive Phase I archaeological survey/Class III inventory was conducted for the Hall of Justice study area. This involved background studies reviewing the prehistory and ethnography of the study area; an archival records search to determine whether any prehistoric or historical archaeological sites had been recorded or were known to exist on this property; a review of auger boring logs; and an intensive on-foot survey of the study area. The Phase I archaeological survey/Class III inventory of the study area failed to find evidence in the field for the existence of extant archaeological resources of any kind. The background review of the prehistory and ethnography of this region, moreover, revealed the fact that no known archaeological sites have been recorded within or in the immediate vicinity of the study area. The auger borings demonstrated the presence of a layer of construction fill overlying bedrock. While the presence of this construction fill effectively precludes the existence of intact prehistoric archaeological resources within the study area, it also raises the possibility that historical archaeological resources may be present. Based on these findings, construction of the new parking structure and repair of the building does not appear to have the potential to result in adverse impacts to known prehistoric archaeological resources. However, the existing construction fill below the project site has the potential to contain historical archaeological resources, which might be adversely effected due to construction and earthmoving activities. Consequently, potential impacts are considered to be significant.	**AR-1**	All subsurface grading on the site shall be monitored by an archaeologist to ensure that no intact archaeological resources are impacted. In the event that archaeological resources are unearthed during project subsurface activities, all earth disturbing work within a radius to be determined by the monitoring archaeologist must be temporarily suspended or redirected until the monitoring archaeologist has evaluated the nature and significance of the find. After the find has been appropriately mitigated, work in the area may resume. If human remains are unearthed, State Health and Safety Code Section 7050.5 requires that no further disturbance shall occur until the County coroner has made the necessary findings as to origin and disposition pursuant to Public Resources Code Section 5097.98. If the remains are determined to be of Native American descent, the coroner has 24 hours to notify the Native American Heritage Commission (NAHC). The NAHC will then contact the most likely descendant of the deceased Native American, who may then serve as a consultant on how to proceed with the remains (i.e., avoid, rebury).	Less Than Significant.
	AR-2		

Environmental Impact	Mitigation Measures	Residual Impact
CULTURAL RESOURCES (CONTINUED)		
Alternative 2 (continued) **Historic Architecture** **California Environmental Quality Act** **Removal of Hollow Clay Tile Partition Walls** The removal of hollow clay tile partition walls from the building causes an adverse effect to the significance of the Hall of Justice because it demolishes original historic material that has been determined to be a character-defining feature. Standard #s 1, 2, 5, and 6 of the Secretary of the Interior's Standards for Rehabilitation are relevant in evaluating this proposed work: Standard #1: A property will be used as it was historically or be given a new use that requires minimal change to its distinctive materials, features, spaces, and spatial relationships. • Removing all or almost all-hollow clay tile partitions, a "distinctive" material used throughout the building, does not constitute a "minimal change". Rather, removal of this material is a major change. • Reconfiguring historic spaces by removing historic partition walls alters historic "spaces" and "spatial relationships" to the interior of the building.	**HA-1** Rehabilitate the exterior of the building using the Secretary of the Interior's Standards and Guidelines for Rehabilitation. **HA-2** Identify historic elements to be re-used. **HA-3** Salvage and store a representative sample of historical elements of value that will not be incorporated into the renovated structure such as the stone wainscot, light fixtures, glazing, toilet fixtures, and hardware. Salvage and store a representative sample of hollow clay tile material used in partition walls. **HA-4** Develop an interpretive plan for the building that includes the use of historic photographs and artifacts, and that highlights the building within the context of the history of Los Angeles County, including the history of the Sheriff's Department. **HA-5** Photograph and document the building according to Historic American Buildings Survey (HABS) Level 2. Incorporate this documentation into the Historic Structures Report at completion of project (see HA-6 below). **HA-6** Complete a Historic Structures Report (HSR) for the building.	Significant and Unavoidable.

Environmental Impact	Mitigation Measures	Residual Impact
CULTURAL RESOURCES (CONTINUED)		
Alternative 2 (continued) **Historic Architecture (continued)** ***California Environmental Quality Act* (continued)** **<u>Removal of Hollow Clay Tile Partition Walls</u> (continued)** Standard #2: The historic character of a property will be retained and preserved. The removal of distinctive materials or alteration of features, spaces, and spatial relationships that characterize a property will be avoided. • Although removal of some hollow clay tile is necessary for seismic strengthening, the proposed work removes hollow clay tile in all or almost all locations independent of structural issues. Therefore the proposed work does not "avoid" the removal of a distinctive building material. • Reconfiguring historic spaces by removing historic partition walls alters the historic character of the property and does not attempt to "avoid" the alteration of "spaces and spatial relationships. Standard #5: Distinctive materials, features, finishes, and construction techniques or examples of craftsmanship that characterize a property will be preserved. • Hollow clay tile is a distinctive material and its use in partition walls is a distinctive construction technique that would not be preserved, except in the 2nd floor lobby area.		Significant and Unavoidable.

Environmental Impact	Mitigation Measures	Residual Impact
CULTURAL RESOURCES (CONTINUED)		
Alternative 2 (continued) **Historic Architecture (continued)** ***California Environmental Quality Act* (continued)** **Removal of Hollow Clay Tile Partition Walls (continued)** Standard #6: Deteriorated historic features will be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new feature will match the old in design, color, texture, and, where possible, materials. Replacement of missing features will be substantiated by documentary and physical evidence. • Although removal of some hollow clay tile is necessary for seismic strengthening, the proposed work removes hollow clay tile in almost all locations independent of structural issues. Therefore the proposed work replaces rather than repairs "deteriorated historic features." Based on this analysis, it is determined that the removal of hollow clay tile partition walls "...demolishes...physical characteristics of a historical resource that convey its historical significance and that justify its eligibility for inclusion in the California Register of Historical Resources." Consequently, impacts are considered to be significant.		Significant and Unavoidable.

Environmental Impact	Mitigation Measures	Residual Impact
CULTURAL RESOURCES (CONTINUED)		
Alternative 2 (continued) **Historic Architecture (continued)** ***California Environmental Quality Act* (continued)** **Demolition of Floor Structures** The demolition of floor structures 11 and 13 reconfigures the basic floor structure of the building, demolishes historic spaces, and alters other historic spaces. It should also be noted that the removal of corridors, vestibules, stairs, cells, and other features has an additional negative impact (see discussion of the removal of these features on floors 10, 12, and 14 below). Standard #s 1 and 2 of the Secretary of the Interior's Standards for Rehabilitation should be considered when evaluating changes to the building structure and floor plans: Standard #1: A property will be used as it was historically or be given a new use that requires minimal change to its distinctive materials, features, spaces, and spatial relationships. • Removing two entire floor structures and reconfiguring historic spaces alters historic "spaces" and "spatial relationships" to the interior. Standard #2: The historic character of a property will be retained and preserved. The removal of distinctive materials or alteration of features, spaces, and spatial relationships that characterize a property will be avoided. • Reconfiguring historic spaces by removing floor structures alters the historic character of the property and does not attempt to "avoid" the alteration of "spaces and spatial relationships". Based on this analysis, it is determined that the removal of floor structures 11 and 13 "...demolishes...physical characteristics of a historical resource that convey its historical significance and that justify its eligibility for inclusion in the California Register of Historical Resources." Consequently, impacts are considered to be significant.		Significant and Unavoidable.

Environmental Impact	Mitigation Measures	Residual Impact
CULTURAL RESOURCES (CONTINUED)		
Alternative 2 (continued) **Historic Architecture (continued)** ***California Environmental Quality Act* (continued)** **Removal of Jail Cells and Other Features** The removal of jails cells, walls, stairs, and other features from the 10th, 12th, and 14th floors of the building demolishes or alters character-defining features and spaces. Standard #s 1, 2, and 5 of the Secretary of the Interior's Standards for Rehabilitation should be considered when evaluating this proposed work: Standard #1: A property will be used as it was historically or be given a new use that requires minimal change to its distinctive materials, features, spaces, and spatial relationships. • Several "distinctive" materials have been identified as character-defining features on the 10th, 12th, and 14th floors and their removal does not constitute a "minimal change". • The cellblock configuration and other aspects of these floors are considered historic "spaces" and the removal of the cells is a major change to a significant area.		Significant and Unavoidable.

Environmental Impact	Mitigation Measures	Residual Impact
CULTURAL RESOURCES (CONTINUED)		
Alternative 2 (continued) **Historic Architecture (continued)** ***California Environmental Quality Act* (continued)** **<u>Removal of Jail Cells and Other Features</u> (continued)** Standard #2: The historic character of a property will be retained and preserved. The removal of distinctive materials or alteration of features, spaces, and spatial relationships that characterize a property will be avoided. • The proposed work does not "avoid" the removal of distinctive building materials. • Reconfiguring historic spaces alters the historic character of an area of major significance in the history of the building and does not attempt to "avoid" the alteration of "spaces and spatial relationships". Standard #5: Distinctive materials, features, finishes, and construction techniques or examples of craftsmanship that characterize a property will be preserved. • Distinctive material and elsewhere on these floors would not be preserved. Based on this analysis, it is determined that the removal of jail cells and other character-defining features "...demolishes...physical characteristics of a historical resource that convey its historical significance and that justify its eligibility for inclusion in the California Register of Historical Resources." Consequently, impacts are considered to be significant.		Significant and Unavoidable.

Environmental Impact	Mitigation Measures	Residual Impact
CULTURAL RESOURCES (CONTINUED)		
Alternative 2 (continued) **Historic Architecture (continued)** ***California Environmental Quality Act* (continued)** **Removal of Courtroom Suites** The removal of the courtroom suites on the 7th and 8th floors demolishes or significantly alters character-defining spaces and features of the building. Standard #s 1, 2, and 5 of the Secretary of the Interior's Standards for Rehabilitation should be considered when evaluating this proposed work. Standard #1: A property will be used as it was historically or be given a new use that requires minimal change to its distinctive materials, features, spaces, and spatial relationships. • Several "distinctive" materials have been identified as character-defining features in the courtroom suites on the 7th and 8th floors and their removal does not constitute a "minimal change". • Due to their unique spatial configuration and decorative elements, these suites are considered historic "spaces" and their removal is a major change to a significant area.		Significant and Unavoidable.

Environmental Impact	Mitigation Measures	Residual Impact
CULTURAL RESOURCES (CONTINUED)		
Alternative 2 (continued) **Historic Architecture (continued)** ***California Environmental Quality Act* (continued)** **<u>Removal of Courtroom Suites</u> (continued)** Standard #2: The historic character of a property will be retained and preserved. The removal of distinctive materials or alteration of features, spaces, and spatial relationships that characterize a property will be avoided. • The proposed work does not "avoid" the removal of distinctive building materials. • Reconfiguring historic spaces alters the historic character of an area of major significance in the history of the building and does not attempt to "avoid" the alteration of "spaces and spatial relationships". Standard #5: Distinctive materials, features, finishes, and construction techniques or examples of craftsmanship that characterize a property will be preserved. • Distinctive materials in the courtroom suites include wood paneled walls, paneled doors, and decorative ceilings. The majority of these materials would not be preserved. Based on this analysis, it is determined that the removal of the courtroom suites on the 7th and 8th floors "...demolishes...physical characteristics of a historical resource that convey its historical significance and that justify its eligibility for inclusion in the California Register of Historical Resources." Consequently, impacts are considered to be significant.		Significant and Unavoidable.

Environmental Impact	Mitigation Measures	Residual Impact
CULTURAL RESOURCES (CONTINUED)		
Alternative 2 (continued) **Historic Architecture (continued)** ***California Environmental Quality Act* (continued)** **Reconfiguration of the 3rd – 7th Floors** The reconfiguration of floors 3 through 7 significantly alters the original floor plan of the building and demolishes historic and character-defining spaces and features. Standard #s 1 and 2 of the Secretary of the Interior's Standards for Rehabilitation should be considered when evaluating changes to the configuration of the building floor plan: Standard #1: A property will be used as it was historically or be given a new use that requires minimal change to its distinctive materials, features, spaces, and spatial relationships. • Reconfiguring five floors of original spaces alters the historic "spaces" and their "spatial relationships" to the interior. Standard #2: The historic character of a property will be retained and preserved. The removal of distinctive materials or alteration of features, spaces, and spatial relationships that characterize a property will be avoided. • Altering historic spaces by reconfiguring the floor plan significantly impacts the historic character of the property and does not attempt to "avoid" the alteration of "spaces and spatial relationships." Based on this analysis, it is determined that the reconfiguration of floors 3 through 7 "...demolishes...physical characteristics of a historical resource that convey its historical significance and that justify its eligibility for inclusion in the California Register of Historical Resources." Consequently, impacts are considered to be significant.		Significant and Unavoidable.

Environmental Impact	Mitigation Measures	Residual Impact
CULTURAL RESOURCES (CONTINUED)		
Alternative 2 (continued) **Historic Architecture (continued** ***National Historic Preservation Act/National Environmental Policy Act*** Under the Advisory Council's regulations a determination of either *adverse effect* or *no adverse effect* must be made for National Register eligible cultural resources. An *adverse effect* occurs whenever an impact alters, directly or indirectly, any characteristic of a cultural resource that qualify it for inclusion in the National Register, e.g., diminishing the integrity of the resource's location, design, setting, materials, workmanship, feeling, or association. Adverse effects also include reasonably foreseeable effects caused by the preferred alternative that would occur later in time, be farther removed in distance or be cumulative (36 CFR Part 800.5, *Assessment of Adverse Effects*). The word adverse is used differently in federal and state terminology. The federal "adverse effect" defines a class of actions despite mitigation. CEQA guidance on the other hand, specifics that a project that adversely affects a historic resource has a significant effect on the environment. The proposed work would alter or remove a number of the historic features of the building. Under the NHPA, implementation of this alternative would have an adverse effect on historic resources.	Same mitigation measures as identified above. Per NEPA guidance, impacts would be reduced to a less than significant, Any resultant reduction in impact due to mitigation is an estimate of the effectiveness of mitigation under NEPA only. It does not suggest that the level of effect as defined by Section 106 is similarly reduced. Although adverse effects under Section 106 may be mitigated, the effect remains adverse.	Less Than Significant.

Environmental Impact	Mitigation Measures	Residual Impact
CULTURAL RESOURCES (CONTINUED)		
Alternative 2 (continued) **Historic Architecture (continued** ***National Historic Preservation Act/National Environmental Policy Act* (continued)** Once an adverse effect has been identified, the Section 106 process calls for the recommendation and implementation of mitigation strategies to lessen the adversity of the effect. Consultation with the State Historic Preservation Office (SHPO), and other involved agencies has been conducted by FEMA, which has lead to the drafting of a Memorandum of Agreement (MOA) among the involved parties. FEMA has applied the criteria of adverse effect and has required appropriate mitigation to avoid, reduce and minimize the adverse effect. Overall, the implementation of this alternative would alter character-defining feature(s) of the building but would not diminish the integrity or so impair the resource to the extent that its National Register eligibility is jeopardized. The exterior of the building would retain sufficient visual integrity to allow the resource to convey its original architectural design. The proposed exterior alterations would be limited to the removal of exterior fire escapes and the replacement of opaque glass on several of the upper floors. While these alterations materially effect the exterior of the building, its integrity would not appear be so diminished that the Hall of Justice would not be eligible for listing on the National Register of Historic Places. In addition, mitigation measures have been proposed to minimize impacts to a less than significant level.		Less Than Significant.

Environmental Impact	Mitigation Measures	Residual Impact
CULTURAL RESOURCES (CONTINUED)		
Alternative 3		
Paleontological Resources		
Implementation of this alternative would result in the same impacts described under Alternative 2. Impacts associated with the destruction of undocumented paleontological resources would be significant.	Same as identified for Alternative 2.	Less Than Significant.
Archaeological Resources		
Implementation of this alternative would result in the same impacts described under Alternative 2. Impacts associated with the destruction of undocumented archaeological resources would be significant.	Same as identified for Alternative 2.	Less Than Significant.
Historic Architecture		
Implementation of this alternative would result in the adaptive reuse of the existing building to the Secretary of Interior Standards. All rehabilitation would occur per the Secretary of Interior Standards and no character defining features would be altered. Consequently, impacts under this alternative would be less than significant per CEQA guidance and result in no adverse effect per NEPA/NHPA guidance.	No mitigation measures are required.	Less Than Significant.

2.3 ENVIRONMENTALLY SUPERIOR ALTERNATIVE

According to the CEQA *Guidelines*, the EIR need only examine in detail those alternatives that could feasibly meet most of the basic objectives of the project. When addressing feasibility, the CEQA *Guidelines* Section 15126.6 states that "...among the factors that may be taken into account when addressing the feasibility of alternatives are site suitability, economic viability, availability of infrastructure, general plan consistency...jurisdictional boundaries, and whether the applicant can reasonably acquire, control or otherwise have access to alternative sites." The CEQA *Guidelines* also specifies that the alternatives discussion should not be remote or speculative, and need not be presented in the same level of detail as the assessment of the proposed project.

Therefore, based on the CEQA *Guidelines*, several factors need to be considered in determining the range of alternatives to be analyzed in an EIR and the level of analytical detail that should be provided for each alternative. These factors include: (1) the nature of the significant impacts of the proposed project; (2) ability of alternatives to avoid or lessen the significant impacts associated with the project; (3) the ability of the alternatives to meet the objectives of the project; and (4) the feasibility of the alternatives. These factors would be unique for each project.

Based on the foregoing summary, Alternative 1 (No Project) is considered the environmentally superior alternative. Section 15326(d)(2) of the CEQA *Guidelines* indicates that, if the No Project Alternative is the "environmentally superior" alternative, the EIR shall also identify an environmentally superior alternative among the other alternatives. In this instance, Alternative 3 is considered environmentally superior due to reducing the significant and unavoidable historic architecture impacts. While this alternative would reduce this impact it would not allow for the County to maximize the use of the building through the provision of 325,000 square feet of useable space and would render 5 floors of the building unusable.

3.0 PROJECT DESCRIPTION/ ALTERNATIVES CONSIDERED

3.1 BACKGROUND

The County of Los Angeles is proposing to repair and reuse the Hall of Justice for use by County agencies such as the Sheriff's Department, District Attorney, and Department of Parks and Recreation. The primary purpose of the project is to repair and reuse the Hall of Justice by seismically retrofitting the earthquake damaged building and refurbishing the building interior for modern office use, while preserving and restoring selected historic features. The repair and restoration of exterior elements of the building are also proposed and the development of 1,000 car parking garage.

The Los Angeles County Hall of Justice ("Hall of Justice") was built in 1925 and was at the heart of the County's justice system for almost 70 years. The building housed 14 courtrooms, 520 two-man jail cells, and a wide range of County office uses including the Sheriff, District Attorney, Tax Collector, and Coroner. The 14-story building was constructed of non-combustible material, including a steel frame structure encased in concrete, concrete floor slab, granite exterior veneer, with hollow clay tile interior wall partitions. The building was designed in the classic Italianate style—typical of architecture of the early 20th Century—and is the oldest surviving government building in the Los Angeles Civic Center. The Hall of Justice has been evaluated by the State Historic Office of Historic Preservation (SHPO) and determined to be eligible for listing in the National Register of Historic Places (NRHP).

3.2 LEAD AGENCY

The public agency, which has the principle responsibility for carrying out or approving a project, is termed the "Lead Agency." For the purposes of the California Environmental Quality Act (CEQA), the following agency is the Lead Agency:

County of Los Angeles
Chief Administrative Office
500 West Temple Street, Room 754
Los Angeles, California 90012
Attention: Cheryl Fuerth
(213) 974-1127

For the purposes of the National Environmental Policy Act (NEPA), the following agency is the Lead Agency:

Federal Emergency Management Agency
Parsons East Annex, Third Floor
75 North Fair Oaks Avenue
Pasadena, California 91103
Attention: Don J. Smith

3.3 KNOWN RESPONSIBLE AND TRUSTEE AGENCIES

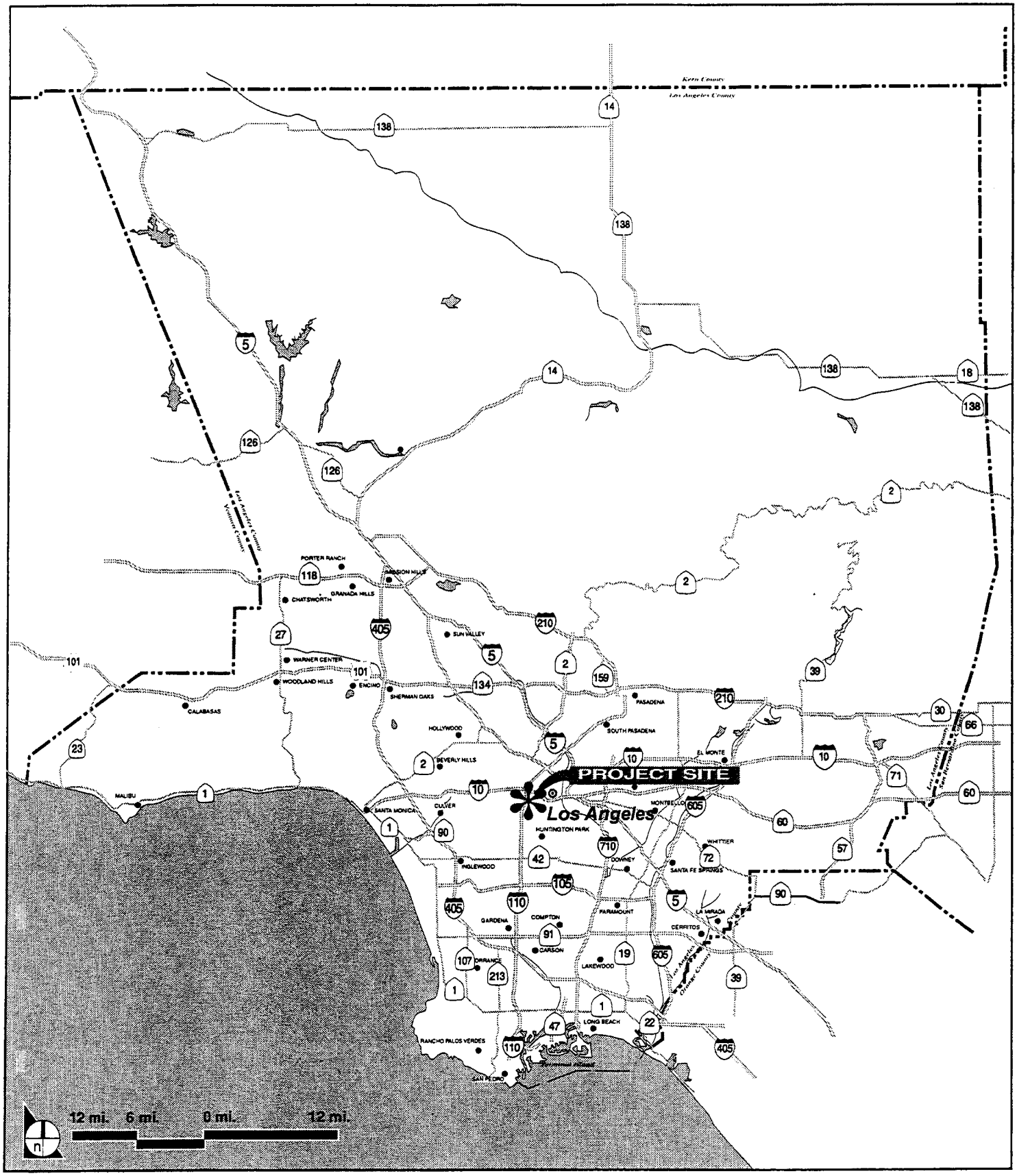
Per the CEQA *Guidelines*, "Responsible Agency" means a public agency that proposes to carry out or approve a project, for which a Lead Agency is preparing or has prepared an EIR or Negative Declaration. For the purpose of CEQA, the term "Responsible Agency" includes all public agencies other than the Lead Agency that have discretionary approval power over the project or an aspect of the project. The following agencies are identified as potential Responsible Agencies:

- City of Los Angeles;
- California Regional Water Quality Control Board;
- California State Historic Preservation Office;
- California Department of Transportation; and
- South Coast Air Quality Management District.

Per the CEQA *Guidelines*, "Trustee Agency" means a state agency having jurisdiction by law over natural resources affected by a project, which are held in trust for the people of the State of California. No Trustee Agency was identified during the Notice of Preparation (NOP) review period.

3.4 PROJECT LOCATION

As illustrated on **Figure 3.0-1, Regional Location**, the Hall of Justice is located in the City of Los Angeles at the center of downtown Los Angeles. Major regional access is provided by State Highway 110 (the Harbor/Pasadena Freeway), U.S. Highway 101 (the Santa Ana/Ventura Freeway), and Interstate 10 (the San Bernardino/Santa Monica Freeway).



SOURCE: Impact Sciences, 10/99.

EXHIBIT 3.0-1

Regional Location

From a local perspective, the Hall of Justice is located within the downtown Los Angeles Civic Center, an area that is the focus for revitalization and renovation efforts through the Los Angeles Civic Center Authority and the Los Angeles Civic Center Shared Facilities and Enhancement Plan. As illustrated on **Figure 3.0-2, Site Vicinity**, the approximately 3.2-acre site is located at 211 West Temple Street, and is bounded by Temple Street to the south, Broadway to the west, Aliso Street to the north, and Spring Street to the east.

3.5 EXISTING USES

The 3.2-acre site currently contains the Hall of Justice building, which has 14 above-grade floors and one basement level. The building contains nine floors of offices and courtrooms with four floors of jail facilities above the office and courtroom floors. In addition, the building includes a basement and roof level penthouse facility. The Hall of Justice building is approximately 195 feet high from street grade to the mansard roof parapet. The building footprint is approximately 42,780 square feet. The basement is approximately 41,500 gross square feet, with floors 1 through 14 approximately 35,000 square feet each. Overall, the Hall of Justice has a gross floor area of approximately 537,585 square feet. The building is currently vacant and surrounded by chain link fencing to prevent access.

The project site is located in a heavily urbanized area. Uses within the downtown Los Angeles Civic Center area predominately include city, county, state, and federal buildings. In the immediate vicinity of the Hall of Justice, the Federal Courthouse is located to the east across Spring Street, the Criminal Courts building to the south across Temple Street, the County of Los Angeles Central Heating and Refrigeration Plant to the west across Broadway, and the 101 Freeway is to the north, across Aliso Street.

3.6 PROJECT OBJECTIVES

The project includes the repair and reuse of the Hall of Justice building and the construction of a new 1,000-car parking structure. Section 15124 of the California Environmental Quality Act (CEQA) *Guidelines*, states that a description of the project shall contain a statement of project objectives. Major design, functional, and operational objectives of the Hall of Justice project include:

- Renovate the Hall of Justice into a modern "Class A" (that is typical of better quality office buildings within the region) government office building, allowing for use by the County Sheriff's Department, District Attorney, Department of Parks and Recreation, and other County agencies;
- Provide for 325,000 square feet of useable "Class A" modern office space at a cost comparable to other available commercial office alternatives;

- Seismically retrofit the earthquake-damaged building and restore the core and shell elements of the building to alleviate a public safety hazard, while retaining the primary historic features to the extent that preservation efforts are economically feasible;
- Provide a facility that is Americans with Disabilities Act (ADA) accessible throughout the building;
- Fulfill the vision of the Civic Center Shared Facilities and Enhancement Plan, which includes the rehabilitation of the Hall of Justice for government office use;
- Allow for the repair and enhancement of a building which is acknowledged to feature exceptional architecture to create a landmark development that reflects and promotes the Los Angeles Civic Center;
- Provide for pedestrian circulation around the site that would allow linkage of the Hall of Justice to other government and private uses within the Los Angeles Civic Center area; and
- Remove and/or remediate potentially hazardous building materials contained within the Hall of Justice such as lead-based paint and asbestos-containing materials.

3.7 ALTERNATIVES CONSIDERED AND NOT SELECTED FOR FURTHER STUDY

Alternate Site

Under this alternative, the County would develop the project on an alternative site, within the downtown Civic Center area, and relocate some or all of the existing and planned facilities to another site. This alternative was eliminated from consideration for a number of reasons. First, the County-owned Hall of Justice, located within the downtown Civic Center area, would remain vacant and unsafe for occupancy. Equally as important, the continued deterioration of the building would require the County to expend funds to maintain the building. Second, there is not a large enough block of contiguous available office space in the Los Angeles Civic Center that would fulfill the needs of the County, notwithstanding the cost implications. Lastly, the primary purpose of the project is to repair the Hall of Justice for use by seismically retrofitting the earthquake-damaged building and refurbishing the building interior for modern office use while preserving and restoring selected historic features. For the above reasons, the implementation of this alternative would not meet the intent of the project nor meet many of the objectives of the project.

Demolition and Replacement

Under this alternative, the existing Hall of Justice building would be demolished and a new building constructed to meet the requirements of the County, including provision of 325,000 square feet useable modern "Class A" office space and a 1,000-car parking garage. The primary purpose of the project is to

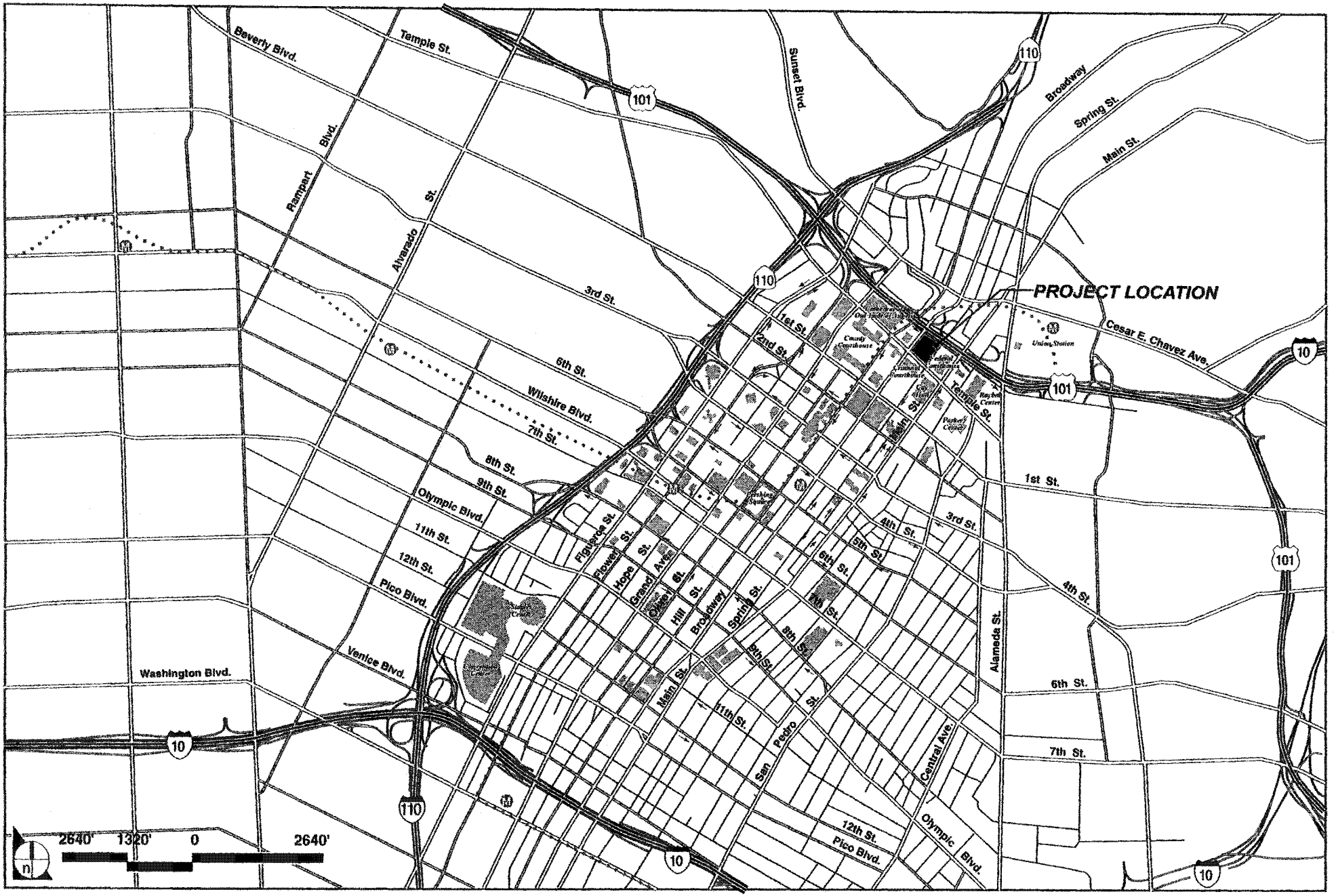


EXHIBIT 3.0-2

Site Vicinity

repair the Hall of Justice for use by seismically retrofitting the earthquake-damaged building and refurbishing the building interior for modern office use while preserving and restoring the primary historic features. Consequently, the demolition of this building, which is eligible for the NRHP, would not meet the intent of the project nor meet many of the objectives of the project.

Lease Alternative

This alternative would include leasing a building with 325,000 square feet of useable "Class A" modern office space by the County within the Civic Center area. This alternative was eliminated from consideration for several reasons. First, the County-owned Hall of Justice, located within the downtown Civic Center area, would remain vacant and unsafe for occupancy. Equally as important, the continued deterioration of the building would require the County to expend funds to maintain the building. Second, as a result of the implementation of Alternative 2 or 3 (refer to discussion below under Alternative 2), the County would be leasing the Hall of Justice building on a long-term basis at a cost comparable with commercial alternatives. Third, there is not a large enough block of contiguous available office space in the Los Angeles Civic Center that would fulfill the needs of the County. Lastly, the primary purpose of the project is to repair the Hall of Justice for use by seismically retrofitting the earthquake-damaged building and refurbishing the building interior for modern office use while preserving and restoring selected historic features. For the above reasons, the implementation of this alternative would not meet the intent of the project nor meet many of the objectives of the project.

3.8 ALTERNATIVES CONSIDERED AND EVALUATED IN THIS EA/EIR

Alternative 1 – No Project Alternative

According to Section 4102.14(d) of the Council of Environmental Quality (CEQ) Regulations for Implementing the National Environmental Policy Act (NEPA), and Section 15126.6(e) of the California Environmental Quality Act, a No Action/No Project Alternative (hereafter referred to as Alternative 1) must be evaluated. The purpose of Alternative 1 is to consider the effect of maintaining existing conditions. Alternative 1 addresses what would reasonably be expected to occur in the foreseeable future if neither Alternative 2 nor Alternative 3 are approved and implemented.

The Hall of Justice building remained in use until January 1994 when the Northridge earthquake caused extensive damage to the building. The building was deemed to be unsafe and has been vacant since the earthquake. Under Alternative 1, the Hall of Justice would remain vacant and unsafe for occupancy and would continue to deteriorate physically. Given the current condition of the building, a program would

be required in order to observe and routinely inspect the building to ensure it poses no imminent threat or safety hazard to the surrounding environs. Such threats and hazards include, but are not limited to structural collapse and fire, as well as the uncontrolled release of potentially hazardous materials located within the building. Additionally, there would be a potential for persons to enter the building seeking shelter or to vandalize the building. To avoid these conditions, a security plan would also be required. As a result, Alternative 1 would result in continuing costs to the County of Los Angeles to maintain and secure the building, as well as increasing risk to the County. Such risk would represent additional cost to the County whether it was insured-against or not.

Alternative 1 would also hamper the County's ability to address growing needs for additional office space. This alternative would require the Sheriff Department, District Attorney, Department of Parks and Recreation, and other County agencies to remain in their existing locations, or at least remain until such time that other suitable office space become available or is constructed by the County. Lastly, the implementation of this alternative would not allow for the County to maximize the existing resource (i.e., the building) for reuse as an office building.

Alternative 2 – Repair and Reuse Alternative (Proposed Alternative)

The repair and reuse alternative, or proposed alternative (hereinafter referred to as Alternative 2), would include repairing the Hall of Justice by seismically retrofitting the earthquake-damaged building into a useable office building while preserving and restoring selected historic features. Alternative 2 is proposed as a build-to-suit office space project.

Alternative 2 would include the repair of the interior of the Hall of Justice building to provide 325,000 square feet of useable office space, the development of a new multi-level garage with 1,000 parking spaces on the site, landscape and hardscape improvements, architectural and security lighting, and necessary upgrades to utility systems. In addition, Alternative 2 would include the seismic retrofit of the earthquake damaged building, the restoration of the core and shell elements of this building, the cleaning, refurbishing, and repair of the historic exterior wall materials, and certain historically significant interior areas.

Figure 3.0-3, Site Plan, illustrates the general layout of the project site as proposed under Alternative 2. **Figure 3.0-4, View of Hall of Justice and Parking Structure from Intersection of Spring Street and Temple Street,** provides a general elevation of the Hall of Justice building and new parking structure. A general description of the project's technical, economic, and environmental characteristics considering the principal engineering proposals and supporting public service facilities is provided below.

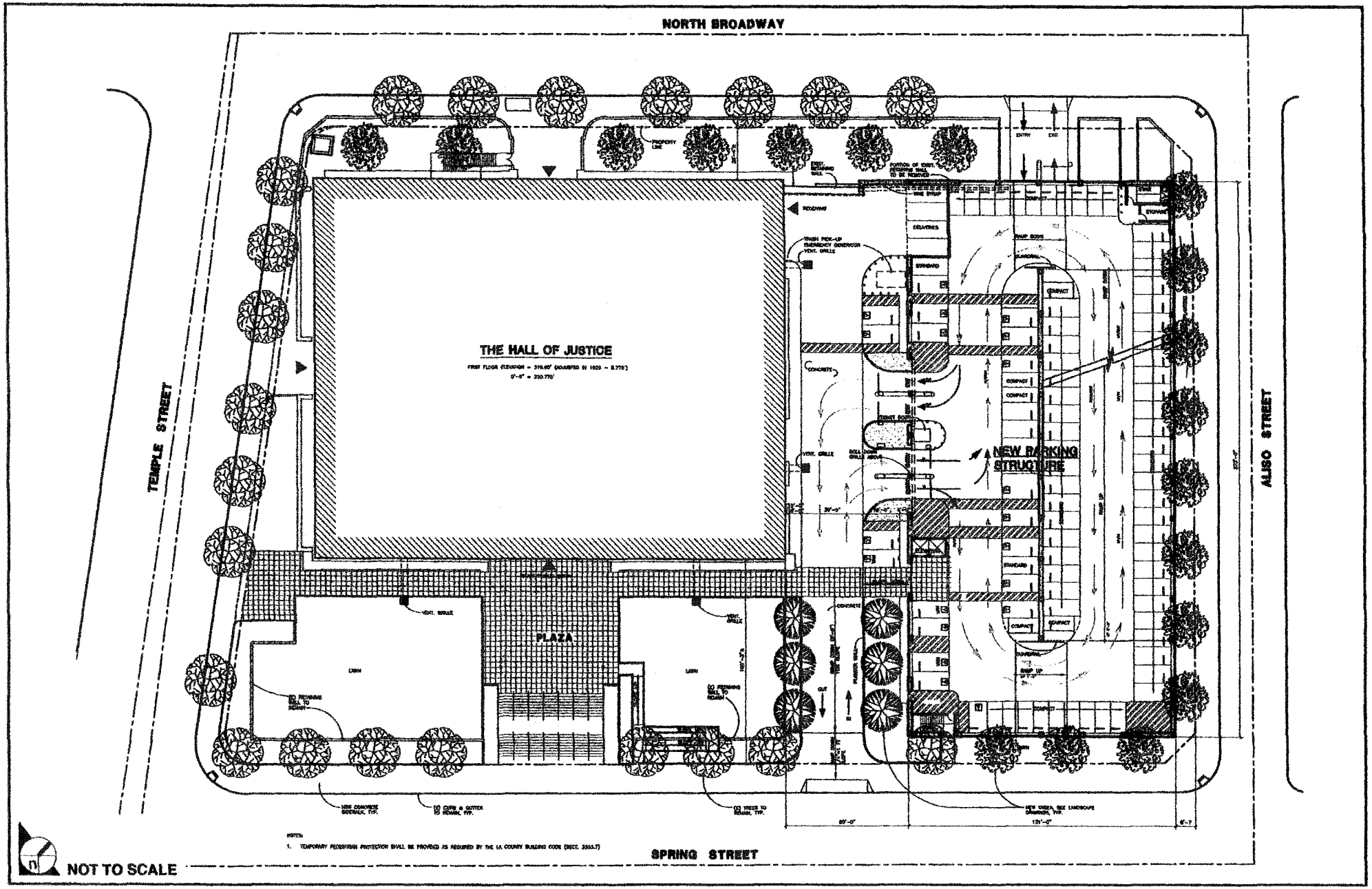


EXHIBIT **3.0-3**

Site Plan

EXHIBIT **3.0-4**

View of Hall of Justice and Parking Structure From Intersection of Spring Street and Temple Street

Building Space

Table 3.0-1, Hall of Justice Reuse Area Alternative 2, provides the gross area, net rentable area, and usable area anticipated after the repair of the interior of the Hall of Justice building. The total rentable area would be 410,197 square feet and total usable area would be 325,000 square feet. These figures are based on the proposed removal of two jail floors (current floors 11 and 13), as discussed later in this project description.

Table 3.0-1
Hall of Justice
Reuse Area Alternative 2

Floor	Gross Area	Net Rentable Area	Usable Area
Basement	41,500	34,836	15,441
1st Floor	36,418	33,190	23,495
2nd Floor	36,418	30,748	19,612
3rd Floor	36,418	31,610	26,583
4th Floor	35,450	31,178	27,097
5th Floor	35,450	31,266	27,263
6th Floor	35,450	31,055	27,049
7th Floor	35,450	31,075	27,163
8th Floor	35,450	31,068	22,425
9th Floor	24,616	30,811	26,965
10th Floor	35,037	32,178	28,314
11th Floor (Demolished)	0	0	0
12th Floor	34,626	29,513	25,760
13th Floor (Demolished)	0	0	0
14th Floor	34,626	31,669	27,833
Penthouse	0	0	0
Grand Total	456,909 SF	410,197 SF	325,000 SF

Building Modifications and Improvements

Exterior

The following presents a description of the repair of the exterior and improvements to be provided to the Hall of Justice building:

- Clean, repair, and re-point joints at exterior of building as required: stone, terra cotta, and unreinforced masonry (URM).
- Clean and refurbish bronze entry doors and frames at Spring Street, Temple Street, and Broadway.
- Replace broken glass at windows and remove air conditioning (AC) units throughout.
- Refurbish window frames and remove loose flaking paint throughout (1st through 14th floors).
- Provide new vision glass at windows on 10th through 14th floors. Steel frames and light dividers to remain in present configurations.
- Provide concealed pin anchors at each piece of stone.
- Strengthen terra-cotta cornice and repair as required.
- Clean and repair metal and re-point stone spandrels at 12th and 13th floors as required.
- Repair URM at light courts.
- Clean and re-point URM at light courts.
- Strengthen URM at light courts.
- Provide limited exterior building lighting.
- Clean and repair existing sloping copper roof. Green patina to remain.

Interior

The following presents a description of the repair of the interior and improvements to be provided to the Hall of Justice building:

- Provide new poured-in-place concrete sheer wall and seismic resisting elements at corners of building. Provide drag struts at interior face of exterior wall between sheer walls at each floor slab.
- Remove all interior partitions including hollow clay tile (HCT) partitions, finished with plaster or other materials, including exterior wall furring throughout the building (except at 2nd floor lobby and 1st floor corridor adjacent to loggia). Remove all suspended ceilings, flooring, and equipment, except as noted herein.
- Restore, clean, and refurbish 2nd floor grand lobby/loggia.

- Restore, clean, and refurbish 2nd floor corridor. Remove marble panels, doors, sidelights, HCT, and reinstall marble panels over metal and support partitions (except at 2nd floor lobby and 1st floor corridor adjacent to loggia). Restore/refurbish and reinstall doors, sidelights, base and lighting fixtures as possible. All ceilings to be new except at grand lobby/loggia, and 1st floor corridor adjacent to loggia, which is to be restored.

- Restore, clean, and refurbish, 8th floor corridor. Remove marble panels, doors, sidelights, HCT, and reinstall marble panels over metal stud support partitions. Restore/refurbish and reinstall doors, sidelights, base and lighting fixtures as possible. Ceiling to be new and compatible.

- Restore and refurbish Room 819 on the 8th floor. Retain 2-story ceiling and wood wall paneling.

- Remove existing suspended plaster and metal lath ceiling on all floors throughout building except at 2nd floor grand lobby and 1st floor adjacent to loggia.

- Remove, clean, and refurbish historic stairs. Total of four stairs on 1st through 9th floors.

- Remove marble panels, and reinstall marble panels over metal studs.

- Provide new men's and women's toilets using new compatible materials, including terrazzo floor, ceramic tile, wainscot, marble toilet partitions to match existing, wood toilet partitions doors, stone sink counter, and new compatible lighting fixtures. Re-use existing marble toilet partitions where possible.

- Restore, refurbish, and provide new elevator, lobbies on each floor. Use existing wainscot at elevator door wall on 3rd through 8th floors. A combination of new and existing restored and refurbished terrazzo would be provided.

- Remove, restore, and refurbish wood wall panel interior of the 6 passenger elevator cars. Reinstall into new elevator equipment.

- Extend passenger elevator shafts for elevators 2 and 3 from the 8th to the 14th floor. Provide new elevator system, including machines, guide rails, and control system. Elevators would have stops as follows: High Rise Bank Elevator 1 at the basement, 1st, 2nd, and 8th through 14 floors; Elevators 2 and 3 at the 1st, 2nd, and 8th through 14th floors; Low Rise Bank Elevator 4 at the basement, and 1st through 8th floors; Elevators 5, 6, and 7 at the 1st through the 8th floors; and the Freight Elevator at the basement, and 1st through 14th floors.

- Demolish 11th and 13th existing jail floors and structures at penthouse level.

- Provide compatible ceiling and floor material throughout building.

- Retrofit and refurbish existing stairs "A" and "B" to comply with Code.

- Refurbish/repair existing terrazzo and marble flooring in areas to retained in their historic configuration, such as the corridors on the 2nd and 8th floors, and elevator lobbies.

- Remove all jail ceils, partitions and stairs on the 10th, 12th, and 14th floors.

- Demolish existing non-code compliant fire escapes at the north and south sides of the building.

Access and Parking

Vehicle access points onto the site and into the parking structure would be provided at two locations. One gated entrance for staff would be provided along Broadway. This entrance would consist of one entry and one exit lane. Public access would be provided from Spring Street with one entry and one exit lane.

Pedestrian access into the Hall of Justice building would be provided at three locations. The main entrance would be from the Spring Street Plaza, which would be designed in a compatible manner with the Hall of Justice. This entrance would be available to staff and the public, as would the other two locations, on Temple Street and Broadway. Wherever necessary, new onsite sidewalks and curb cuts would be provided to these access points.

As part of Alternative 2, a new 1000-space parking structure would be constructed. The structure would be located on the northern side of the Hall of Justice site along Aliso Street, significantly screened from view from Temple Street by the Hall of Justice building. This parking structure is planned to include up to 4.5 levels below grade and up to 4.5 levels above grade. The top of the parking structure parapet would not exceed the top of the 4th floor stone cornice of the Hall of Justice. The parking structure would be approximately 60 feet from the Hall of Justice and would be designed with an architectural pre-cast concrete exterior skin that is compatible with the surface texture, color and architectural features of the Hall of Justice building.

Alternative 2 incorporates a service yard at the northwest corner of the building that includes a truck loading area, a delivery area, and trash collection area.

Lighting/Security

Minimal lighting would be used to highlight architectural elements and building signage. In addition, security and safety lighting would be provided, as necessary, along walkways and in parking areas. Security and safety light sources would be oriented towards the ground, or screened, to minimize illumination into surrounding areas and to prevent interference with vehicle traffic.

A new electronic security system would be provided throughout the Hall of Justice building.

Landscape and Streetscape Improvements

In general, the landscape concept is intended to create a distinct landscape character for the entire site, while providing a visual cohesiveness with the surrounding Civic Center area, throughout the

streetscapes and internal areas. Plant species and groupings may vary from area to area, but would remain compatible throughout the entire length of the individual streets. The existing planter walls at the southeast portion of the project site would be retained.

Street trees in the right-of-way of the project site include: 7 ficus trees and 1 Japanese zelkova tree along Temple Street; 7 magnolia trees and 4 olive trees along North Broadway; 3 Japanese maple trees along Aliso Street; and 11 Japanese maple trees along Spring Street. The ficus trees and Japanese zelkova tree along Temple Street would be removed due to the root systems causing damage to the sidewalk, curbs, and gutters, and in some instances the location of the trees are planted too close to the building. Both of these issues pose a safety problem to persons utilizing the building. New street trees would be provided along Temple Street, which would be compatible with the City urban environment.

The 7 magnolia trees along North Broadway would be retained. The 4 olive trees along North Broadway would be removed and replaced with new magnolias. In order to compliment the existing magnolias, the new trees to be planted would be of the same species and would be box specimens of equal size.

The 3 Japanese maple trees along Aliso Street would be relocated to Spring Street to compliment the existing row of Japanese maples. Aliso Street would receive new landscaping compatible with the parking structure and City urban environment.

Eight of the 11 Japanese maple trees along Spring Street will be retained. The three trees to be removed are in conflict with the ramp and stairs leading into the new main entrance to the building. Landscaping in the area of the new main building entrance and pedestrian plaza on Spring Street would include various plant species including trees, hedges, lawns, and ground cover plant material.

Utilities and Infrastructure

Water Service

The City of Los Angeles Department of Water and Power (DWP) provides water service to the Hall of Justice site. Currently, a 6-inch water line enters the Hall of Justice from North Broadway. The project requires a 4-inch line and will utilize a pump to ensure adequate flow and pressure in accordance with the County Building Code (CBC) and DWP requirements.

Sewer Service

The City of Los Angeles Department of Public Works provides sewer service to the Hall of Justice site. Existing sewer lines in the vicinity of the site include two 10-inch lines, two 6-inch lines, and an 8-inch line. The project requires a single 8-inch line but will probably split the service between two or more of the existing lines for convenience.

Storm Drain Service

The City of Los Angeles Department of Public Works provides storm drain service to the Hall of Justice site Storm water flows in the project area occurs via street and gutter to inlet locations, and into drainage pipelines. Storm water drain inlets are located at the intersection of Aliso Street and Spring Street (two inlets), at the intersection of Spring Street and Temple Street (two inlets), and at the intersection of Aliso Street and North Broadway (one inlet). One 6-inch storm drain lateral exists on the project site which would need to be upgrade to a 12-inch line to meet the demands of the project.

Electrical

Electricity would be provided to the Hall of Justice site by the DWP. Project repair activities would include the installation of a new power and lighting system designed to modern "Class A" office standards. In addition, an emergency generator would be installed to power all essential functions in the event of an interruption of service. The development would not fully comply with Energy Building Regulations adopted by the California Energy Commission (Title 24 of the California Administrative Code) and adopted energy conservation requirements by the County of Los Angeles, due to limitations imposed by the existing historical construction.

Steam and Chilled Water

Access to steam and chilled water is available from the County's existing Central Plant, located directly across North Broadway on the west. This facility provides steam via a 6-inch pipe and chilled water via a 10-inch pipe through an underground utility tunnel from the Central Plant to the Hall of Justice.

Employment

The repair of the Hall of Justice would allow for the relocation of employees from other locations within downtown Los Angeles and adjacent areas. No significant increase in the number of County

employment is anticipated as a result of Alternative 2. However, Alternative 2 would generate short-term construction-related jobs. The number of temporary construction-related jobs is estimated to be 500, with no more 250 persons on site at any given time.

Construction

Building Modifications and Improvements

Exterior

All alterations added to the exterior skin of the Hall of Justice, such as air conditioning units, security grilles, pipes and conduit, will be removed and attachment holes patched. Windows will have lead-based paint abated or encapsulated and repairs made. All window frame exteriors and other exterior metal will be painted. Masonry will be repointed, as required.

The exterior surfaces of the Hall of Justice will be cleaned with methods complying with recommendations of the Department of the Interior. Pre-washing will be utilized at areas of distinct staining. General cleaning will follow, using a restoration-type cleaner. Rinsing will be performed so as to ensure no cleaner remains on surfaces and to bring the pH back to the ambient level.

Interior

Some existing building materials would be demolished and removed, primarily from the interior of the structure. This would include the removal of both non-hazardous demolition materials and hazardous materials. Prior to the demolition activities, asbestos-containing materials (ACM), lead-based paint materials (LBP), polychlorinated biphenyl (PCB) materials, and other potentially hazardous materials would be abated or removed in accordance with applicable local, state, and federal regulations.

Parking Structure

Grading for the construction of the parking structure area would include the removal of earth materials down to the level of the basement excavation, up to depths of 48 feet below the existing ground surface. The amount of earth materials anticipated to be exported from the Hall of Justice site would be approximately 60,000 cubic yards. The haul route to export materials would be developed in cooperation with City and County personnel, and is anticipated to run directly to the 101 Freeway. Approximately 50 truck trips per day are anticipated over a four-month period to export these materials. Grading would

involve the use of standard earth moving equipment such as loaders, dozers, and other related heavy-duty equipment. The work would be contained on site over the duration of the construction activities to prevent disruption to the surrounding land uses.

Temporary street and sidewalk closures within the area may be required during construction. In order to minimize potential conflicts between construction activity and through traffic, a construction traffic control plan will be developed for use during construction activity. The plan will identify all traffic control measures, signs, and delineators to be implemented by the construction contractor during the duration of demolition and construction activities.

The typical hours of construction are anticipated to be from 7:00 AM to 7:00 PM, Monday through Friday, except holidays. Written approval from the County of Los Angeles for construction hours and day of the week beyond those identified would be required.

Alternative 3 – Adaptive Reuse of the Existing Building to Secretary of Interior Standards

Alternative 3 would include repair of the Hall of Justice, per the Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings. In other words, all character-defining historic features and elements of the building would remain entirely intact under this alternative. Alternative 3 would include the repair of the interior of the Hall of Justice building to provide for 199,132 square feet of useable "Class A" office space, the development of a new multi-level garage with 1,000 parking spaces, landscape and hardscape improvements, architectural and security lighting, and necessary upgrades to utility systems. In addition, Alternative 3 would include the cleaning, refurbishing and repair of the historic exterior wall materials.

However, it should be noted that a repair scheme that does not call for removal of the hollow clay tiles would not achieve the maximum degree of safety that can be provided with their elimination.

Building Space

Table 3.0-2, Hall of Justice Reuse Area Alternative 3, provides the gross area, net rentable area, and usable area anticipated after the repair of the interior of the Hall of Justice building under this alternative. The total rentable area would be 482,077 square feet and total usable area would be 199,132 square feet. The existing jail floors could not be used because they neither comply with current requirements for County jails nor could they be configured to "Class A" office space.

Table 3.0-2
Hall of Justice
Reuse Area Alternative 3

Floor	Gross Area	Net Rentable Area	Usable Area
Basement	41,500	39,228	18,072
1st Floor	36,418	34,413	22,560
2nd Floor	36,418	32,393	20,580
3rd Floor	36,418	31,952	22,130
4th Floor	35,450	32,172	21,790
5th Floor	35,450	32,088	22,150
6th Floor	35,450	32,171	21,850
7th Floor	35,450	32,317	21,250
8th Floor	35,450	32,309	21,250
9th Floor	24,616	32,718	7,500
10th Floor	35,037	33,350	0
11th Floor	34,626	30,098	0
12th Floor	34,626	30,098	0
13th Floor	34,626	30,098	0
14th Floor	34,626	31,772	0
Penthouse	11,424	0	0
Grand Total	**537,585**	**482,077 SF**	**199,132 SF**

Building Modification and Improvements

The following specific historical features of the building would be altered or removed under Alternative 2 but would remain and be restored under this alternative:

- All existing jail floors and cells would remain;
- All hollow clay tiles forming interior partition walls and exterior wall furring would remain in place; and
- All existing courtrooms, offices, chambers, and other spaces would remain configured as they currently exist.

This alternative would provide more gross square footage than Alternative 2 but would reduce the amount of "Class A" office space available for use by approximately 125,868 square feet. Additionally, the County would be left with 5 floors of space entirely unsuitable for contemporary office use.

Access and Parking

Access and parking under this alternative would be the same as described under Alternative 2. This alternative would provide for vehicle and pedestrian access points in the locations described under Alternative 2. In addition, like Alternative 2, this alternative would include the construction of a new 1,000 car parking structure.

Lighting/Security

Lighting and security measures under this alternative would be the same as described under Alternative 2. This alternative would provide on-site architectural and security lighting and include the installation of infrastructure for a new electronic security system in the Hall of Justice building and parking structure.

Landscape and Streetscape Improvements

Landscape and streetscape improvements under this alternative would be the same as described under Alternative 2. Streetscape landscaping would include existing and new trees placed adjacent to main streets such as Spring Street, Temple Street, North Broadway, and Aliso Street, and in the area of the main building entrance/plaza off of Spring Street.

Utilities and Infrastructure

Utilities and water, wastewater, electrical and natural gas infrastructure line sizing, upgrades, and improvements under this alternative would be the same as described under Alternative 2.

Employment

The repair of the Hall of Justice under this alternative would allow for the relocation of employees from other locations within the downtown Los Angeles and adjacent areas. No significant increase in County employment is anticipated as a result of Alternative 3. However, Alternative 3 would generate short-term construction-related jobs. The number of temporary construction-related jobs is estimated to be 450, with no more than 250 persons on site at any given time.

Construction

Building Modifications and Improvements

Exterior

Exterior construction and cleaning activities under this alternative would be the same as described under Alternative 2.

Interior

Under this alternative, less demolition activity would be required. Under this alternative the removal of less non-hazardous and hazardous demolition materials would be required. Prior to the demolition activities, all asbestos-containing materials (ACM), lead-based paint (LBP), polychlorinated biphenyl (PCB) materials and other potentially hazardous materials would be abated or removed, in accordance with applicable local, state, and federal regulations.

Parking Structure

Parking structure construction and operational activities under this alternative would be the same as described under Alternative 2.

3.9 PROJECT SCHEDULE

Under either Alternative 2 or 3, the Hall of Justice project construction would begin construction in mid-2005. Alternative 2 construction would conclude in late 2006, with full operation and occupancy anticipated to occur in late 2006. Alternative 3 construction would conclude in late 2006, with full operation and occupancy anticipated to occur in late 2006.

During the construction and repair period, activities can be categorized into six distinct tasks or phases. The first phase, preparation, involves assembling the necessary equipment on site, establishing the staging areas and commencement of removing extraneous building materials from the building. This stage includes the cataloging, documentation, and salvage of historic materials from the building. The second stage is the seismic upgrade work. The third stage is the core and shell work, representing the balance of the basic repair work. Fourth is the tenant improvement stage, where the interior finishes are

placed. The parking structure comprises the fifth stage. The sixth and final stage is the site work, including both rough and finish work all over the site.

4.0 AFFECTED ENVIRONMENTS AND POTENTIAL IMPACTS OF THE ALTERNATIVES CONSIDERED

4.1 GEOLOGY AND SOILS

This section of the EA/EIR presents the results of an analysis of existing conditions, as well as projected geology and soil conditions following completion of the project, and is based on a geotechnical investigation report conducted by Converse Consultants. A complete copy of the geotechnical investigation report prepared for this project by Converse Consultants (May 2003) is contained within **Appendix 4.1** of this EA/EIR.

4.1.1 AFFECTED ENVIRONMENT

Regulatory Framework

Executive Order 12699

Executive Order (EO) 12699 directs federal agencies to incorporate cost-effective seismic safety measures in all new buildings that are constructed, leased, assisted, or regulated by the Federal Government. The purposes of these requirements are to reduce risk to occupants of buildings leased for federal uses or purchased or constructed with federal assistance, to reduce risk to lives of persons who would be affected by earthquake failures of federally assisted or regulated buildings, and to protect public investment, all in a cost-effective manner.

Regional Geology

The project area is located near the northern edge of the Los Angeles Basin (Basin), a short distance south east of the Elysian Park Hills. The Elysian Park Hills, along with the Repetto Hills to the north and east of the project area, comprise a group of low hills at the northern edge of the Basin. The highest point in this line of hill is Mt. Washington, at an elevation of 846 feet. These hills and adjacent lowlands comprise a heavily populated portion of metropolitan Los Angeles.

The Los Angeles Basin is a geologic area underlain by a thick (several thousand feet) sequence of Tertiary aged sedimentary rocks. From the oldest to the youngest, these rocks are represented by the Topanga Formation, Puente Formation (also known as the Monterey Formation), and Fernando Formation. Each formation is comprised of rock layers, alternating between sandstone, conglomerate, and siltstone. Tertiary marine sedimentary rocks are exposed in the Elysian and Repetto Hills. Younger Quaternary (Holocene) alluvial fan deposits cover the bedrock formations in many areas, such as the project area. These deposits consist predominantly of sand and silt, along with smaller amounts of gravel and clay.

Local Geology and Subsurface Conditions

Converse Consultants conducted a field exploration in March 2003 including the drilling of six exploratory borings to depths ranging from 27 to 81.5 feet below the existing ground surfaces. Based on these borings, the project site contains undocumented fill materials ranging from 2.5 feet to 15 feet below the existing ground surfaces. These fill materials are predominately clayey sand, silty sand, sandy silt, and are generally dense and firm.

Sedimentary bedrock consisting of interbedded siltstone, claystone, and sandstone was encountered below the surface fill material. These natural materials are generally dense and stiff. Based on observations of the geologic structure, the bedrock generally dips at an angle varying from 40 to 55 degrees from horizontal in a southerly direction.

No surface water was present at the time the field reconnaissance was performed for the geotechnical investigation report. Groundwater was encountered during boring exploration at different depths ranging from 16 to 65 feet below the existing ground surface. The groundwater is believed to be a localized perched condition and not an indication of regional conditions.

Faults and Seismicity

The Hall of Justice site does not lie within a California Fault Rupture Hazard Zone. However, the Hall of Justice site, as is all of Southern California, is located within a seismically active area. Faults capable of generating strong to very strong motion within the project area are summarized in **Table 4.1-1, Faults in Vicinity of Project Area.**

Table 4.1-1
Faults in Vicinity of Project Area

Fault	Approximate Distance from Project Area (Kilometers)	Moment Magnitude (M_w)
Hollywood	6.8	6.5
Raymond	7.5	6.5
Verdugo	11.1	6.7
Newport-Inglewood (LA Basin)	12.9	6.9
Santa Monica	15.5	6.6
Sierra Madre (Central)	18.2	7.0

Source: Converse Consultants, May 5, 2003.

Seismic ground shaking conditions for the project site were determined by reviewing selected geologic maps, published information, and a deterministic evaluation using the FRISKSP computer program.

FRISKSP provides deterministic estimates of peak horizontal ground acceleration (pga) on the basis of the location of the site relative to the mapped location of nearby faults and published fault parameters associated with the occurrence of a maximum probable earthquake and upper bound earthquake event on these faults.

The Maximum Probable Earthquake (MPE) is defined in Section 1631A.2 of the 1997 edition of the Uniform Building Code (UBC) as "having a 10-percent probability of being exceeded in 50 years." This probability of exceedance also can be expressed as the 475-year event. Criteria for determining the MPE include: the regional seismicity and known past seismic activity; the types of faults considered; the seismic recurrence factor for the area; and, the computed probability of seismic activity associated with the faults located within area. Based on the FRISKSP computer program, the MPE would be capable of resulting in a peak ground acceleration of 0.50g (g equals 32 feet per second).

The Upper Bound Earthquake (UBE) is defined in the California Building Code (CBC) Section 1631A.2.6 "...as the motion having a 10-percent probability of being exceeded in a 100-year period or maximum level of motion which may ever be expected at the building site within the known geologic framework." This probability of exceedance also can be expressed as a 950-year event. Criteria for determining the UBE event include the seismic history of the vicinity, the geologic province in which the faults under consideration are located, fault lengths, faulting mechanisms and regional geologic structure. Based on the FRISKSP computer program, the UBE would be capable of resulting in a peak ground acceleration of 0.60g.

Geologic Hazards

Potential hazards on the site could result from a combination of local seismicity and existing soil conditions on the site. The types of hazards investigated during the geotechnical feasibility of the project site include liquefaction, fault rupture, landslides, settlement, tsunamis/seiches, and earthquake-induced flooding. The potential existence of these geo-hazards at the project site is discussed in the following paragraphs.

Liquefaction

Liquefaction describes the phenomenon in which ground shaking works cohesionless, water saturated soil particles (generally fine grain sands) into tighter packing, thus creating excess pore space. Liquefaction typically occurs in earthquake prone areas where the groundwater level is less than 50 feet below the ground surface, and where the soils are composed of young alluvium. Materials below the

project site where ground water was encountered consisted generally of dense and stiff bedrock. Liquefaction potential at the project site; therefore, is considered to be low.

Surface Fault Rupture

Fault rupture is the displacement of ground surface created by movement along a fault plane during an earthquake. As discussed previously, the closest active and potentially active fault is the Hollywood approximately 6.8 km from the project site. As a result, the potential for surface rupture is considered low.

Landslides

The potential for seismically induced landslides and/or other types of slope failure such as lateral spreading on or adjacent to slope areas, is considered to be very low due to the absence of slopes on or adjacent to the project site.

Seismically Induced Settlement

Seismically induced settlement occurs in loose, dry, granular soils in response to strong ground shaking. The energy created by strong ground shaking events can cause soils to condense and settle into a tighter arrangement. Soil settling can have deleterious effects to overlying foundations, structures, roadways, etc. Material underlying footings on the project sites are predominately sedimentary bedrock that is not sensitive to seismically induced settlement.

Expansive Soils

Expansive soils expand when wet and contract when dry, and are typically rich in clays. If constructed over expansive soils, building foundations, concrete slabs, and roads can be cracked and heavily damaged during shrink-swell periods. The geotechnical report prepared by Converse Consultants indicates that soils on the project site have a medium expansion potential.

Tsunami and Seiches

A tsunami is a tidal wave produced by off-shore seismic activity, while a seiche is a harmonic wave in an enclosed water body caused seismic activity. The proposed project site is not located near an ocean,

lakes, or reservoir. The potential for tsunamis and/or seiches affecting the project site is considered to be very low.

Earthquake Induced Flooding

Earthquake induced flooding is caused by failure of dam or other water-retaining structures up gradient of a site as a result of an earthquake. There are no significant up gradient lakes or reservoirs in proximity of the project sites that have the potential to cause flooding.

4.1.2 THRESHOLDS OF SIGNIFICANCE

The County of Los Angeles Initial Study (**Appendix 1.0**) suggests that a project would result in a significant geotechnical impact if it would meet any of the following criteria:

(a) Is the project site in an active or potentially active fault zone or Alquist-Priolo Earthquake Fault Zone?

(b) Is the project site located in an area containing a major landslide?

(c) Is the project site located in an area having high slope instability?

(d) Is the project site subject to subsidence, high groundwater, or hydrocompaction?

(e) Is the proposed project considered a sensitive use (school, hospital, public assembly site) located in close proximity to a significant geotechnical hazard?

(f) Will the project entail substantial grading and/or alteration of topography including slopes of over 25 percent?

According to the Initial Study, the Hall of Justice project site is relatively flat and no potential for landslides exist; the project is not considered a sensitive use that would be exposed to geotechnical hazards; and would not include the alteration of slopes of over 25 percent. As a result, the following impact analysis will only evaluate the project's potential geotechnical impacts to relative to criteria (a), (c), and (d).

4.1.3 POTENTIAL IMPACTS OF ALTERNATIVES

Alternative 1 – No Project Alternative

Under the No Project Alternative, the project site would remain in its present state. No impacts to geology and soils would occur with the implementation of this alternative. Thus, impacts are considered to be less than significant.

Alternative 2 – Repair and Reuse Alternative (Proposed Alternative)

Faults and Seismicity

The proposed project site, as with virtually all sites within the State of California, would be subjected to ground shaking from earthquakes. Based upon the seismologic and geologic conditions surrounding the site, the maximum level of ground motion that could ever be experienced at the project site with a MPE would be 0.50 g and with UBE would be 0.60g.[1] Nonetheless, the design of the new parking structure would be in conformance with the 1997 edition of the UBC, Seismic Zone 4 and the Hall of Justice building would be seismically retrofitted to prevent significant damage from ground shaking during seismic events resulting from movement on any of the faults or fault systems discussed within this EA/EIR. As a result, the effects resulting from ground shaking would be reduced to a minimum and is considered to be less than significant.

Liquefaction

Materials below the project site where ground water was encountered consisted generally of dense and stiff bedrock. Liquefaction potential at the project site is considered to be low.[2] Thus, potential impacts would be less than significant.

---

1 Converse Consultants, Geotechnical Investigation Report, *Los Angeles County Hall of Justice, Los Angeles, California,* May 5, 2003.

2 Converse Consultants, Geotechnical Investigation Report, *Los Angeles County Hall of Justice, Los Angeles, California,* May 5, 2003.

Surface Fault Rupture

The project site is not located in a California Fault Rupture Hazard Zone.[3] There are no active faults projecting toward or extending across the project site. Thus, potential impacts would be less than significant.

Landslides

The potential for seismically induced landslides and/or other types of slope is considered to be very low due to the absence of slopes on or adjacent to the project site. Thus, potential impacts would be less than significant.

Seismically Induced Settlement

Material underlying footings on the project site are predominately sedimentary bedrock that is not sensitive to seismically induced settlement.[4] Thus, potential impacts would be less than significant.

Expansive Soils

The geotechnical report prepared by Converse Consultant indicates that soils on the project site have a medium expansion potential. As a result, the geotechnical report indicates that special design and construction techniques for expansive soil conditions are recommended during earthwork, the placement of foundations, and slabs-on-grade. Adherence with these recommendations would reduce potential impacts to a less than significant level.

Tsunami and Seiches

The proposed project site is not located near an ocean, lakes, or reservoir. The potential for tsunamis and/or seiches affecting the project site is considered to be very low. Thus, potential impacts would be less than significant.

---

3 Ibid.

4 Ibid.

Earthquake Induced Flooding

There are no significant up gradient lakes or reservoir in proximity of the project site that have the potential to cause flooding. Thus, potential impacts would be less than significant.

Executive Order 12699

Executive Order (EO) 12699 directs federal agencies to incorporate cost-effective seismic safety measures in all new buildings that are constructed, leased, assisted, or regulated by the Federal Government. FEMA would be providing funds to seismically upgrade an existing building, not a new building. Consequently, this EO is not applicable to the proposed project. Nonetheless, these seismic safety measures would be cost effective and provide for increased building safety.

Alternative 3 – Adaptive Reuse of the Existing Building to Secretary of Interior Standards

Implementation of this alternative would result in the same impacts described under Alternative 2. Impacts associated with surface fault rupture, landslides, seismically induced settlement, tsunami, seiches, and earthquake induced flooding would be less than significant. Faulting and seismic ground shaking impact would be reduced to a less than significant level through retrofitting the building and development of the new parking garage per UBC standards. Expansive soil impact would be reduced through adherence to the recommendations contained within the geotechnical report.

4.1.4 MITIGATION MEASURES (ALTERNATIVES 2 AND 3)

The following mitigation measures are required for both Alternatives 2 and 3:

GS-1 All structures shall be designed in accordance with the Uniform Building Code (UBC) and applicable County codes to ensure safety in the event of an earthquake.

GS-2 All recommendations contained in the project geotechnical engineering report shall be incorporated into the project to minimize impacts associated with site grading and structural design.

4.1.5 ADVERSE IMPACTS AFTER MITIGATION

Impacts under both Alternative 2 and 3 would be less than significant.

4.2 TRAFFIC/CIRCULATION

This section of the EA/EIR presents the results of an analysis of existing conditions, as well as projected traffic conditions following completion of the project, and is based on a traffic study conducted by Crain & Associates. A complete copy of the traffic analysis prepared for this project by Crain & Associates is contained within **Appendix 4.2** of this EA/EIR. This analysis incorporates a detailed evaluation of existing and future traffic conditions, as discussed with the County of Los Angeles and the Los Angeles Department of Transportation, during the AM and PM peak hour at the following seven intersections:

- North Broadway and Temple Street;
- Aliso Street/Southbound 101 Freeway Off-Ramp and North Broadway;
- Northbound 101 Freeway On-Ramp and North Broadway;
- North Spring Street and Temple Street;
- Aliso Street and North Spring Street;
- Northbound 101 Freeway Off-Ramp and North Spring Street; and
- Southbound 101 Freeway On-Ramp and Los Angeles Street.

These locations are within an area surrounding the project site and include the intersections expected to be most directly impacted by the proposed project's traffic generation. These locations were selected and analyzed based on discussions with the County of Los Angeles and the Los Angeles Department of Transportation. **Figure 4.2-1, Study Intersection Locations**, illustrates the location of the study intersections.

4.2.1 AFFECTED ENVIRONMENT

Freeways

As a major destination point, several freeway systems surround the downtown Los Angeles area. West of the project site is the Harbor Freeway (State Highway 110), to the south is the Santa Monica Freeway (Interstate 10) and to the north and east is the Hollywood Freeway (US Highway 101).

Hollywood Freeway is immediately north of the project site. A southbound off-ramp creates the fourth leg of an intersection immediately adjacent at Aliso Street and North Broadway. The Hollywood Freeway provides four to five lanes in each direction in the project vicinity and provides northwest and

southeast service from downtown Los Angeles in a northerly direction. A full interchange with the Harbor Freeway is provided west of the project site.

Harbor Freeway (State Highway 110) is an eight-lane freeway, which travels from San Pedro to the south and Pasadena to the north. The Harbor Freeway provides north-south access to and from downtown Los Angeles. The Harbor Freeway has a full interchange with the Hollywood, Golden State and Santa Monica Freeways.

Santa Monica Freeway (Interstate 10) is an east-west freeway, which provides four to six lanes in each direction. The Santa Monica Freeway spans from the City of Santa Monica in the west to San Bernardino in the east, through Arizona and beyond.

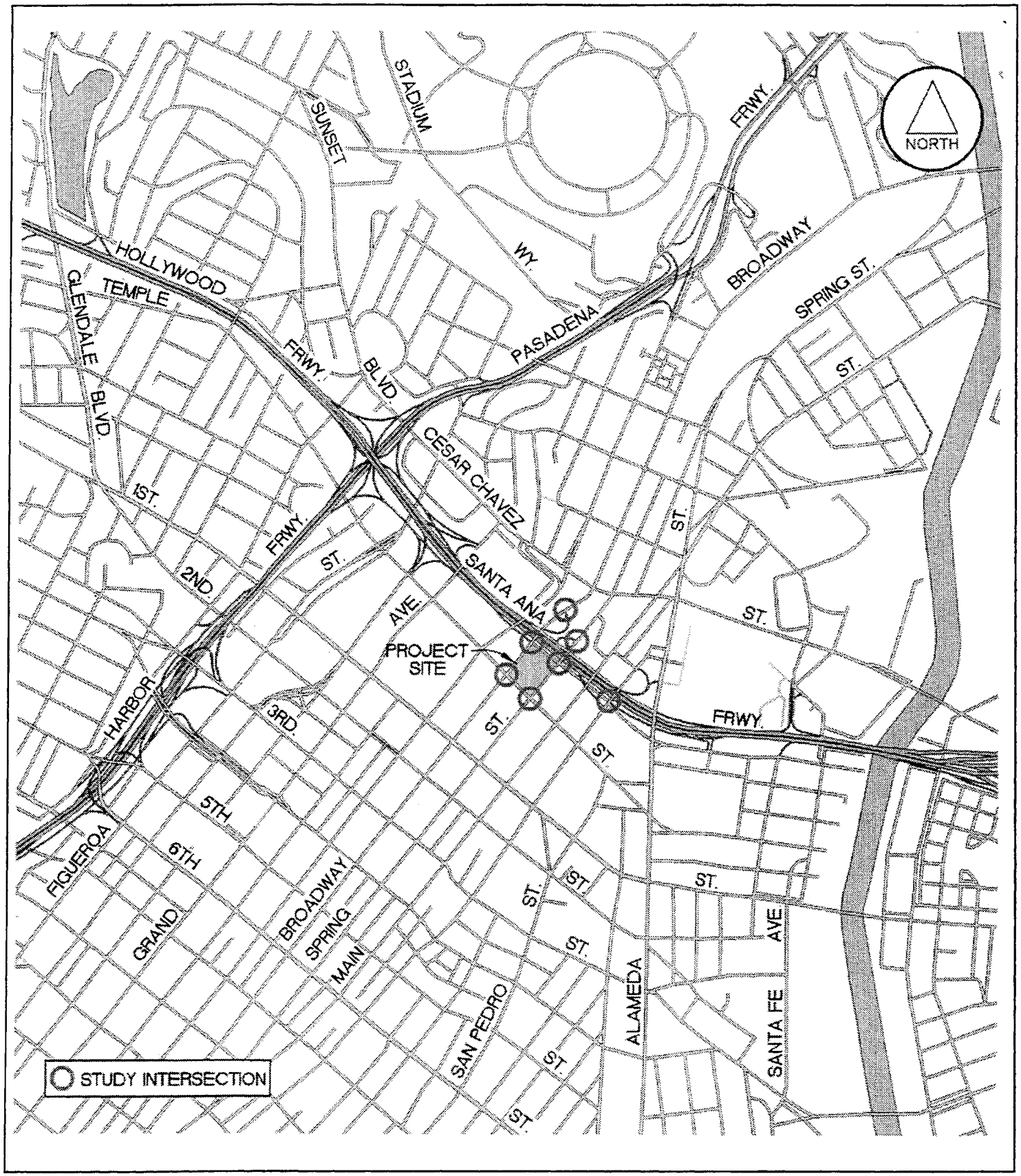
Streets and Highways

Temple Street is designated as a Class II Major Highway by the City of Los Angeles. In the project vicinity Temple Street carries two lanes in each direction with left-turn channelization at most intersections. Temple Street is the southern boundary of the project site and runs essentially northwest to southeast. Temple Street is approximately 62 feet in width in front of the project site.

North Broadway is a northeast to southwest roadway open for two-way traffic along the western boundary of the project site. It is designated as a Secondary Highway from south of Alpine Street and as a Major Highway north of Alpine Street. North Broadway is approximately 60 feet in width and carries two lanes in each direction, with left turn channelization at most intersections.

North Spring Street creates the eastern boundary of the project site. It runs parallel to North Broadway in the project vicinity. North Spring Street is designated as a Class II Major Highway by the City of Los Angeles between Cesar E Chavez and Second Street and north of Alpine Street. It is designated as a Secondary Highway south of Second Street and between Cesar E Chavez and Alpine Street. North Spring Street is approximately 70 feet in width at the project site and is a one-way southbound street for all vehicles, with the exception of buses. There are two northbound exclusive lanes for buses and four mixed-flow lanes southbound. Spring Street is part of a one-way couplet with Main Street to the east.

Main Street is a one-way northbound street, which is the second part of the one-way couplet with North Spring Street. Main Street is designated as a Secondary Highway through the Civic Center area.



SOURCE: Crain & Associates, March 07, 2003.

EXHIBIT **4.2-1**

Study Intersection Locations

600-01•04/03

Aliso Street is a one-way eastbound street, designated as a local street by the City of Los Angeles. Aliso Street is approximately 32 feet in width, provides three travel lanes, and is part of a one-way couplet with Arcadia Street, which is located to the north.

Arcadia Street is a one-way westbound street, designated as a local street. It is the reverse direction of Aliso Street as the second part of the one-way couplet.

Existing Traffic Conditions

Traffic Volumes

Freeway traffic volumes were obtained from the Caltrans. The traffic volume count data for the streets was obtained by recent counts performed by Crain & Associates during May 2002. These counts were supplemented with an ambient growth rate of one percent to reflect growth in the area. Existing traffic volumes for the freeways and major streets in the study area are summarized below. Existing AM and PM peak periods for the study intersections are illustrated on **Figure 4.2-2, Existing AM Peak Hour Traffic Volumes**, and **Figure 4.2-3, Existing PM Peak Hour Traffic Volumes**.

The Hollywood Freeway carries approximately 243,000 vehicles per day (VPD) at the junction with the Harbor Freeway. The Harbor Freeway carries approximately 323,000 VPD at the junction with the Hollywood Freeway. The Santa Monica Freeway carries approximately 338,000 VPD at the junction with the Harbor Freeway.

Temple Street carries approximately 12,500 VPD in the project vicinity. Directional volumes are approximately 650 vehicles per hour (VPH) eastbound, 470 VPH westbound during the morning peak hours, and 700 VPH eastbound, with 725 VPH westbound during the evening peak hours.

The average daily traffic volume for North Broadway, in the vicinity of the proposed project, is approximately 18,500 VPD. Directional volumes are approximately 700 VPH northbound and 1,100 VPH southbound during the morning peak hours and 1,500 VPH northbound with 400 VPH southbound during the evening peak hours.

The average daily traffic volume for North Spring Street, in the vicinity of the proposed project, is approximately 12,000 VPD. Directional volumes are approximately 100 VPH northbound (restricted to buses only but with some other vehicles mixed in) and 1,700 VPH (mixed mode) southbound during the

morning peak hours and 150 VPH (again predominately buses) northbound with 500 VPH southbound during the evening peak hours.

Aliso Street carries approximately 5,500 VPD eastbound only in the project vicinity. Peak hour volumes are approximately 500 VPH eastbound during the morning peak hours and 560 VPH eastbound during the evening peak hours.

Level of Service

Traffic analyses of existing conditions were performed at the following seven intersections:

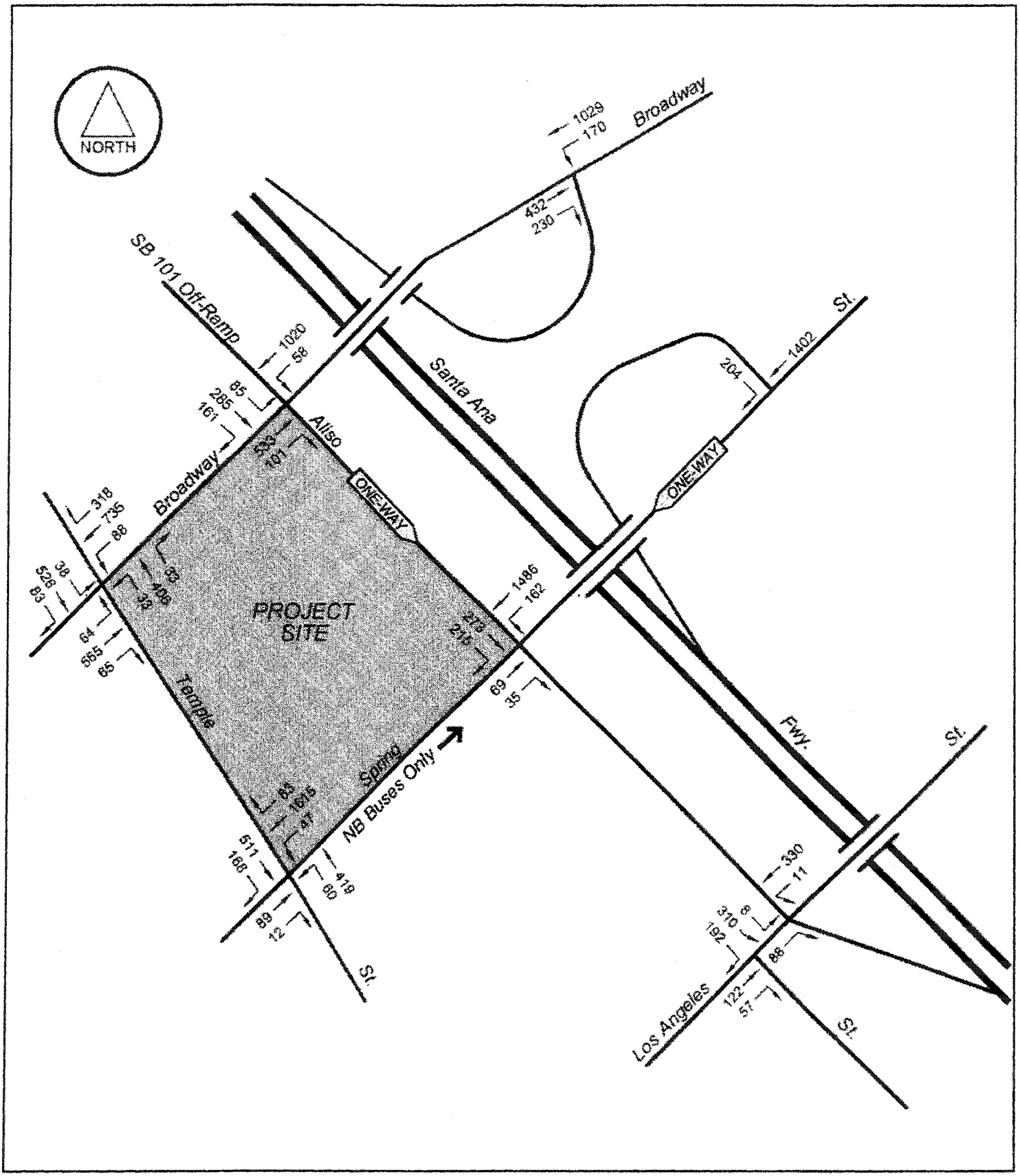
- North Broadway and Temple Street;
- Aliso Street/Southbound 101 Freeway Off-Ramp and North Broadway;
- Northbound 101 Freeway On-Ramp and North Broadway;
- North Spring Street and Temple Street;
- Aliso Street and North Spring Street;
- Northbound 101 Freeway Off-Ramp and North Spring Street; and
- Southbound 101 Freeway On-Ramp and Los Angeles Street.

The traffic analysis was performed through the use of established traffic engineering techniques. The new traffic counts described earlier were utilized to reflect any recent changes in traffic demand patterns. Other data pertaining to intersection geometrics, parking-related curb restrictions, and signal operations were obtained through field surveys of the study locations.

The methodology used in this study for the intersection analysis and evaluation of traffic operations at each study intersection is based on procedures outlined in Circular Number 212 of the Transportation Research Board.[1] In the discussion of Critical Movement Analysis for signalized intersections, procedures have been developed for determining operating characteristics of an intersection, in terms of the "Level of Service" provided for different levels of traffic volume and other variables, such as the number of signal phases. The term "Level of Service" (LOS) describes the quality of traffic flow. LOS A to C operate quite well. LOS D is typically the level for which a metropolitan area street system is designed. LOS E represents volumes at or near the capacity of the highway, which might result in stoppages of momentary duration and fairly unstable flow. LOS F occurs when a facility is overloaded and is characterized by stop-and-go traffic with stoppages of long duration.

---

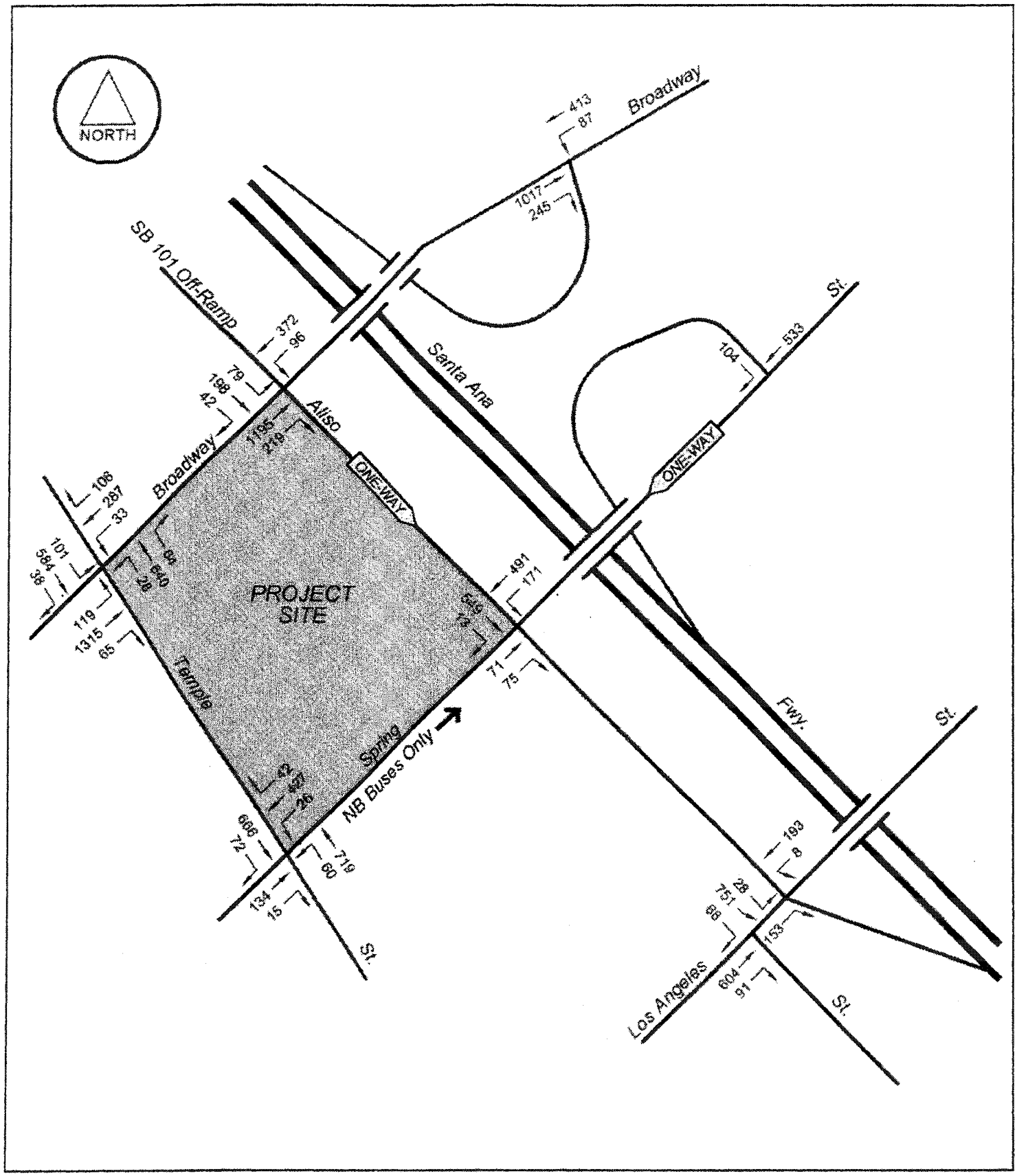
1 *Interim Materials on Highway Capacity*, Circular Number 212, Transportation Research Board, Washington, D.C., 1980.



SOURCE: Crain & Associates, March 07, 2003.

EXHIBIT **4.2-2**

Existing AM Peak Hour Traffic Volumes



SOURCE: Crain & Associates, March 07, 2003.

EXHIBIT **4.2-3**

Existing PM Peak Hour Traffic Volumes

600-01•04/03

A determination of the LOS at an intersection, where traffic volumes are known or have been projected, can be obtained through a summation of the critical movement volumes at that intersection. Once the sum of critical movement volumes has been obtained, the values indicated in **Table 4.2-1, Critical Movement Volume Ranges for Determining Levels of Service**, can be used to determine the applicable LOS.

Table 4.2-1
Critical Movement Volume Ranges*
for Determining Levels of Service

	Maximum Sum of Critical Volumes (VPH)		
Level of Service	**Two Phase**	**Three Phase**	**Four or More Phases**
A	900	855	825
B	1,050	1,000	965
C	1,200	1,140	1,100
D	1,350	1,275	1,225
E	1,500	1,425	1,375
F	----------Not Applicable----------		

**For planning applications only, i.e., not appropriate for operations and design applications.*

"Capacity" represents the maximum total hourly movement volume of vehicles in the critical lanes that has a reasonable expectation of passing through an intersection under prevailing roadway and traffic conditions. For planning purposes, capacity equates to the maximum value of LOS E, as indicated in **Table 4.2-1.**

The Critical Movement Analysis (CMA) indices used in this study were calculated by dividing the sum of critical movement volumes by the appropriate capacity value for the type of signal control present or proposed at the study intersections. Thus, the LOS corresponding to a range of CMA values is shown in **Table 4.2-2, Level of Service as a Function of CMA Values.**

Table 4.2-2
Level of Service as a Function of CMA Values

Level of Service	Description of Operating Characteristics	Range of CMA Values
A	Uncongested operations; all vehicles clear in a single cycle.	< 0.60
B	Same as above.	> 0.60 < 0.70
C	Light congestion; occasional backups on critical approaches.	>0.70 < 0.80
D	Congestion on critical approaches, but intersection functional. Vehicles required to wait through more than one cycle during short peaks. No long-standing lines formed.	>0.80 < 0.90
E	Severe congestion with some long-standing lines on critical approaches. Blockage of intersection may occur if traffic signal does not provide for protected turning movements.	>0.90 < 1.00
F	Forced flow with stoppages of long duration.	> 1.00

By applying this analysis procedure to the study intersections, the CMA value and the corresponding LOS for existing traffic conditions were calculated. Those values, for existing AM and PM peak hour conditions, are shown in **Table 4.2-3, Critical Movement Analysis Summary Existing Traffic Conditions.**

Table 4.2-3
Critical Movement Analysis Summary
Existing Traffic Conditions

Intersection	AM Peak Hour		PM Peak Hour	
	CMA	LOS	CMA	LOS
N. Broadway & Temple St.	0.431	A	0.714	C
Aliso St./SB 101 Fwy. Off-Ramp & N. Broadway	0.394	A	0.485	A
NB 101 Fwy. On-Ramp & N. Broadway	0.428	A	0.59	A
N. Spring St. & Temple St.	0.479	A	0.309	A
Aliso St. & N. Spring St.	0.333	A	0.246	A
NB 101 Fwy. Off-Ramp & N. Spring St.	0.377	A	0.154	A
SB 101 Fwy. On-Ramp & Los Angeles St.	0.184	A	0.285	A

Source: Crain & Associates, April 2003.

Public Transit

The Civic Center area provides a multitude of opportunities for public transit. There are trains, buses, and subways, which create a network with access throughout Los Angeles County, Orange County, Ventura County and beyond. Services are provided by Los Angeles County Metropolitan Transportation Authority (MTA), which has developed an extensive system of bus, rail, and subway routes to provide transit patrons with a high level of connectivity throughout the region. The Los Angeles Department of Transportation (LADOT) operates a "DASH" service that provides community-based routes to the downtown workforce, as well as visitors, at relatively low cost and provides commuter services. In addition, several neighboring cities provide commuter services into and out of downtown. The routes that operate adjacent to the project site are described below.

Metrolink – The Metrolink is a rail transportation mode available throughout the day but is heavily used during typical commuter time periods. Service is available to/from the Antelope Valley through Santa Clarita Valley and the San Fernando Valley into downtown. Services are also available to/from San Bernardino, Riverside, and Orange County, and the Inland Empire.

Subway and Light Rail – The MTA operates one subway and two light rail lines with access to/from downtown Los Angeles. The Red Line is a subway, which traverses downtown, the Wilshire Center, and North Hollywood. The Blue Line operates from downtown Los Angeles to/from Long Beach. The Green Line operates from Redondo Beach, traverses close to Los Angeles International Airport and heads east to Norwalk. There is a transfer opportunity to the Blue Line into Los Angeles.

Amtrak – Operates passenger trains from Union Station to counties near and far with a greater regional reach then the aforementioned services.

MTA Lines – Downtown Los Angeles is well served with MTA routes. These lines transport passengers throughout the local and regional community. Routes in and near the project site are illustrated in **Appendix 4.2** of this EA/EIR.

LADOT DASH – Route Dash B operates along Temple Street to/from Chinatown to the Financial District. Transfer opportunities are available to the entire downtown Dash System, including shuttles from Union Station. The cost to ride is only 25 cents per one-way trip.

LADOT Commuter Express – Offers eleven lines from nearby communities to/from downtown Los Angeles. These lines are available from the San Fernando Valley, Ventura County, Westside and southeast of downtown.

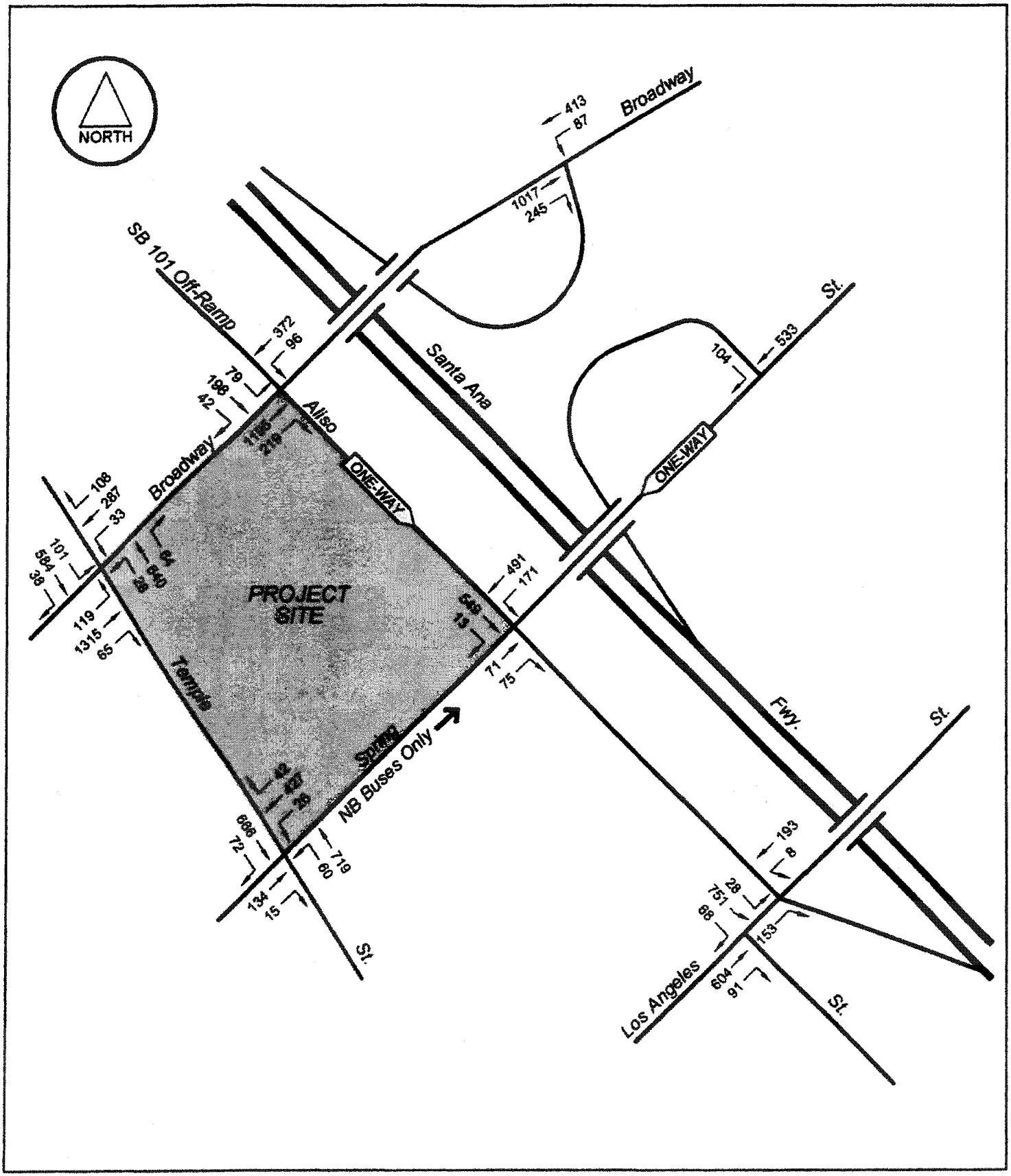
In addition, commuter lines are available from Foothill Transit, Orange County Transportation Authority, Santa Clarita Transit, Santa Monica Municipal Bus Lines, Torrance Transit, and Antelope Valley Transit.

The project is well served by direct transit links and when transfer opportunities are considered, most areas of Los Angeles are accessible via transit from the project site. Due to the proximity of project and readily accessible transit links, some employees and visitors may choose transit as a viable alternative to driving.

Future Baseline Traffic Conditions

Traffic Growth

The traffic and circulation impacts of the Hall of Justice project were assessed based on the addition of traffic generated by the project to defined baseline conditions. Future baseline traffic volumes were estimated as follows: First, current traffic volumes were determined by traffic counts (as described under Existing Traffic Conditions, Traffic Volumes). Next, a traffic growth factor of 1.0 percent, compounded annually, was applied to develop a baseline "Without Project". Based on an analysis of the trends in traffic growth in the central Los Angeles area over the last several years, an annual traffic growth factor of 1.0 percent appeared conservative. This growth factor was used to account for increases in traffic resulting from projects not yet proposed or outside of the study area. This growth factor, compounded annually, was applied to the existing traffic volumes to develop an estimate of baseline volumes. The future peak hour traffic volumes at study intersections without the project are illustrated in **Figure 4.2-4, Future AM Peak Hour Traffic Volumes**, and **Figure 4.2-5, Future PM Peak Hour Traffic Volumes**, and corresponding CMA and LOS presented in **Table 4.2-4, Critical Movement Analysis Summary Future Traffic Conditions**.

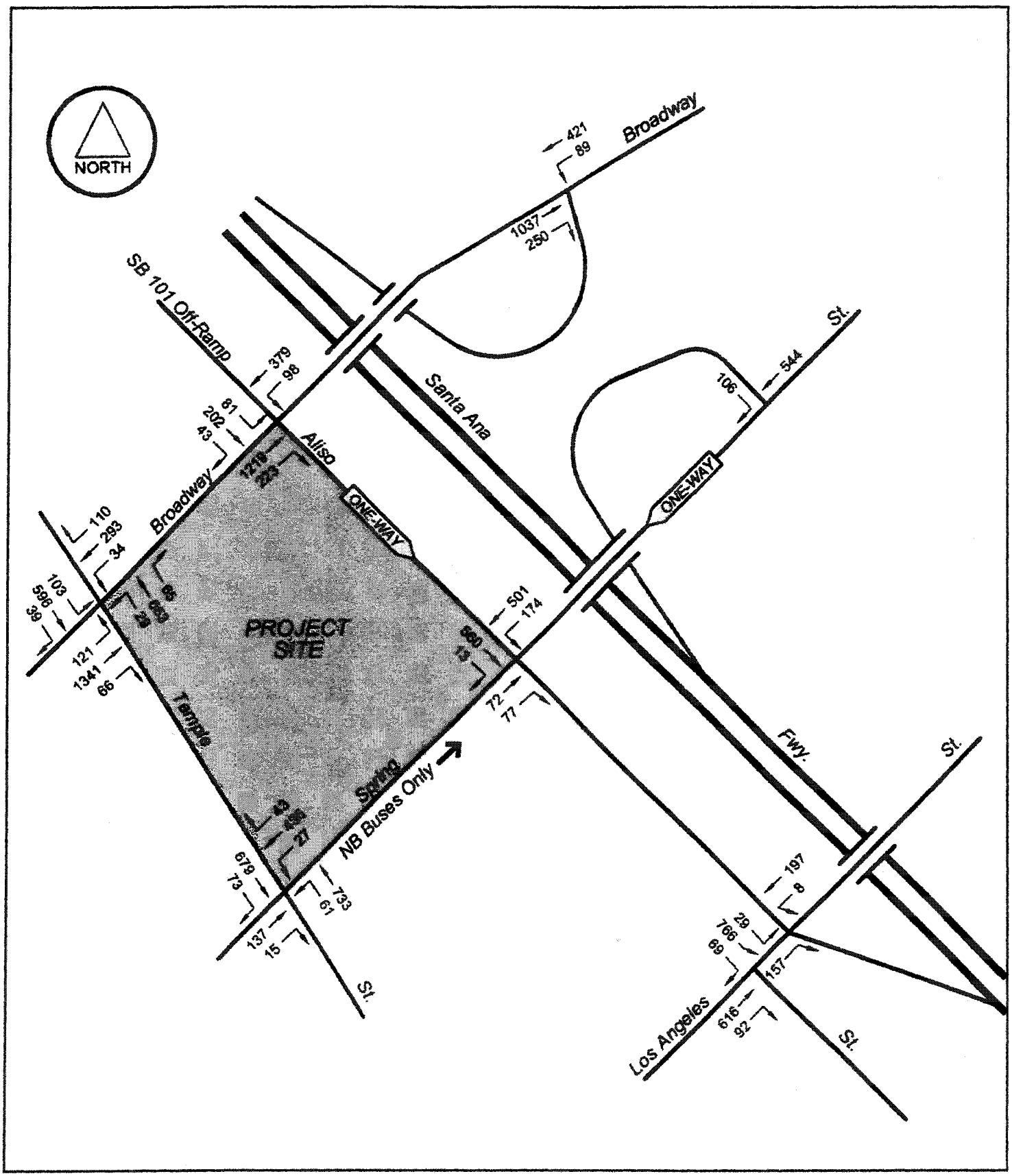


SOURCE: Crain & Associates, March 07, 2003.

EXHIBIT **4.2-4**

Future AM Peak Hour Traffic Volumes

600-01-02/04



SOURCE: Crain & Associates, March 07, 2003.

EXHIBIT **4.2-5**

Future PM Peak Hour Traffic Volumes

600-01•02/04

Table 4.2-4
Critical Movement Analysis Summary
Future Traffic Conditions

Intersection	AM Peak Hour		PM Peak Hour	
	CMA	LOS	CMA	LOS
N. Broadway & Temple St.	0.422	A	0.730	C
Aliso St./SB 101 Fwy. Off-Ramp & N. Broadway	0.403	A	0.497	A
NB 101 Fwy. On-Ramp & N. Broadway	0.438	A	0.611	B
N. Spring St. & Temple St.	0.490	A	0.316	A
Aliso St. & N. Spring St.	0.339	A	0.251	A
NB 101 Fwy. Off-Ramp & N. Spring St.	0.385	A	0.157	A
SB 101 Fwy. On-Ramp & Los Angeles St.	0.188	A	0.290	A

Source: Crain & Associates, April 2003.

Highway System Improvements

A review of anticipated transportation improvements was conducted for the street system servicing the site. A review of the City's Five Year Capital Improvement Program (CIP), 1997–98, Pictorial Guide revealed that there are no improvement projects scheduled for implementation that would significantly affect the transportation system in the study area. However, several improvements are anticipated in the downtown area. These include the construction of the "Gold Line" by the Pasadena Blue Line Authority from Union Station into Pasadena, the Adaptive Traffic Control System throughout downtown Los Angeles, the Figueroa Corridor Economic Development Strategy, where Figueroa Street would be rebalanced south of Ninth Street to provide three lanes in each direction; the Hollywood Freeway (US-101) ramps at Glendale Boulevard will be reconstructed into a full diamond interchange, the Hollywood Freeway will be improved between Vermont Avenue and the four level interchange to provide one additional lane in each direction, with a future conversion to a High Occupancy Vehicle (HOV) facility also planned between Glendale Boulevard and Vermont Avenue; the Harbor Freeway (State Route 110) northbound and southbound ramps at Fourth Street will be reconfigured, and the Santa Monica Freeway (I-10)/Olympic Boulevard interchange will be improved to provide a westbound off-ramp connection from the Santa Monica Freeway, and the connection of the HOV system throughout downtown. While these projects may be implemented in the future, they have not been included in the future conditions with the project or with the project and the cumulative development in order to provide a conservative estimate of potential impacts.

Estimated Traffic Generation

Traffic Generation

The occupancy in the Hall of Justice in 1994 was approximately 537,585 gross square feet with 1,343 employees and 527 inmates on 15 floors. After renovation under Alternative 2, the Hall of Justice would be 456,909 gross square feet with 325,000 usable square feet on 13 stories, with two interior floors removed. Under Alternative 3, the Hall of Justice would be 537,585 gross square feet with 199,132 usable square feet.

Under either alternative, the renovated County Hall of Justice building would be occupied by the County Sheriff's Department, District Attorney's Office, Department of Parks and Recreation, Chief Administrative Office – Real Estate and Risk Management, Public Defender and Alternate Public Defender Offices. Under Alternative 2, there would be between 1,630 to 1,660 full time day personnel. Under Alternative 3, the Hall of Justice would be occupied with approximately the same amount of full-time employees (1,350), as under the 1994 conditions.

The operations conducted in the building would be very similar to a typical office building with the employees working a typical workday. There would potentially be meetings and visitors, much as a typical office would conduct business. The County offices in the Hall of Justice building would not have nighttime or weekend deployment of personnel beyond typical office overtime needs. The Sheriff's Department would not conduct personnel exams from the Hall of Justice. The trip generation for the project is based upon General Office and on the greater number of employees anticipated to occupy the building.

Traffic-generating characteristics of land uses, such as an office building, have been extensively surveyed and documented in studies conducted under the auspices of the Institute of Transportation Engineers (ITE). The most recent information is available in the ITE 6th Edition *Trip Generation Manual,* which was used as a basis for project trip generation. This publication indicated that office buildings, with employees as estimated, generally exhibit the trip-making characteristics presented in **Table 4.2-5, Trip Generation Rates.**

Table 4.2-5
Trip Generation Rates

General Office (trips per employee)	
Daily:	T = 3.32 (E)
AM Peak Hour:	T = 0.48 (E); I/B = 88%, O/B = 12%
PM Peak Hour:	T = 0.46 (E); I/B = 17%, O/B = 83%

T = trip ends; E = employee; I/B = inbound; O/B - outbound

Source: ITE Trip Generation Manual, *6th Edition (1997).*

On the basis of the above traffic generation rates, projections of the amount of new traffic to be generated were derived. Traffic generation discounts were applied for the previous occupancy of the building for Alternative 2.[2] Once renovated and fully occupied, the Alternative 2 is expected to generate approximately 1,052 net new daily trips, with 133 net trips inbound and 19 net trips outbound during the AM peak hour and approximately 25 net trips inbound and 121 net trips outbound during the PM peak hour at adjacent intersections. **Table 4.2-6, Trip Generation,** presents the trip generation calculation for Alternative 2.

Table 4.2-6
Trip Generation

	Size (employees)	Daily Traffic	AM Peak Hour I/B	AM Peak Hour O/B	AM Peak Hour Total	PM Peak Hour I/B	PM Peak Hour O/B	PM Peak Hour Total
Proposed Occupancy	1,660	5,511	701	96	797	130	634	764
Previous Occupancy	1,343	4,459	568	77	645	105	513	618
Net Project Traffic	**317**	**1,052**	**133**	**19**	**152**	**25**	**121**	**146**

Source: Crain & Associates, April 2003.

Trip Distribution

Determination of the geographic distribution of generated trips was the next step in the process. A primary factor affecting trip distribution is the relative distribution of population from which prospective employees and visitors of the proposed project would be drawn. Trip-making patterns and land use in the project area were analyzed and percentage trip distributions were developed. The project is located

2 Los Angeles Department of Transportation, *Memorandum of Understanding for LA County Hall of Justice,* May 30, 2003.

in the Civic Center just south of the 101 Freeway. Therefore, freeway access is readily available. The percentage split of trips, by direction, is presented in **Table 4.2-7, Directional Trip Distribution**, and graphically illustrated in **Figure 4.2-6, Trip Distribution Percentages.**

Table 4.2-7
Directional Trip Distribution

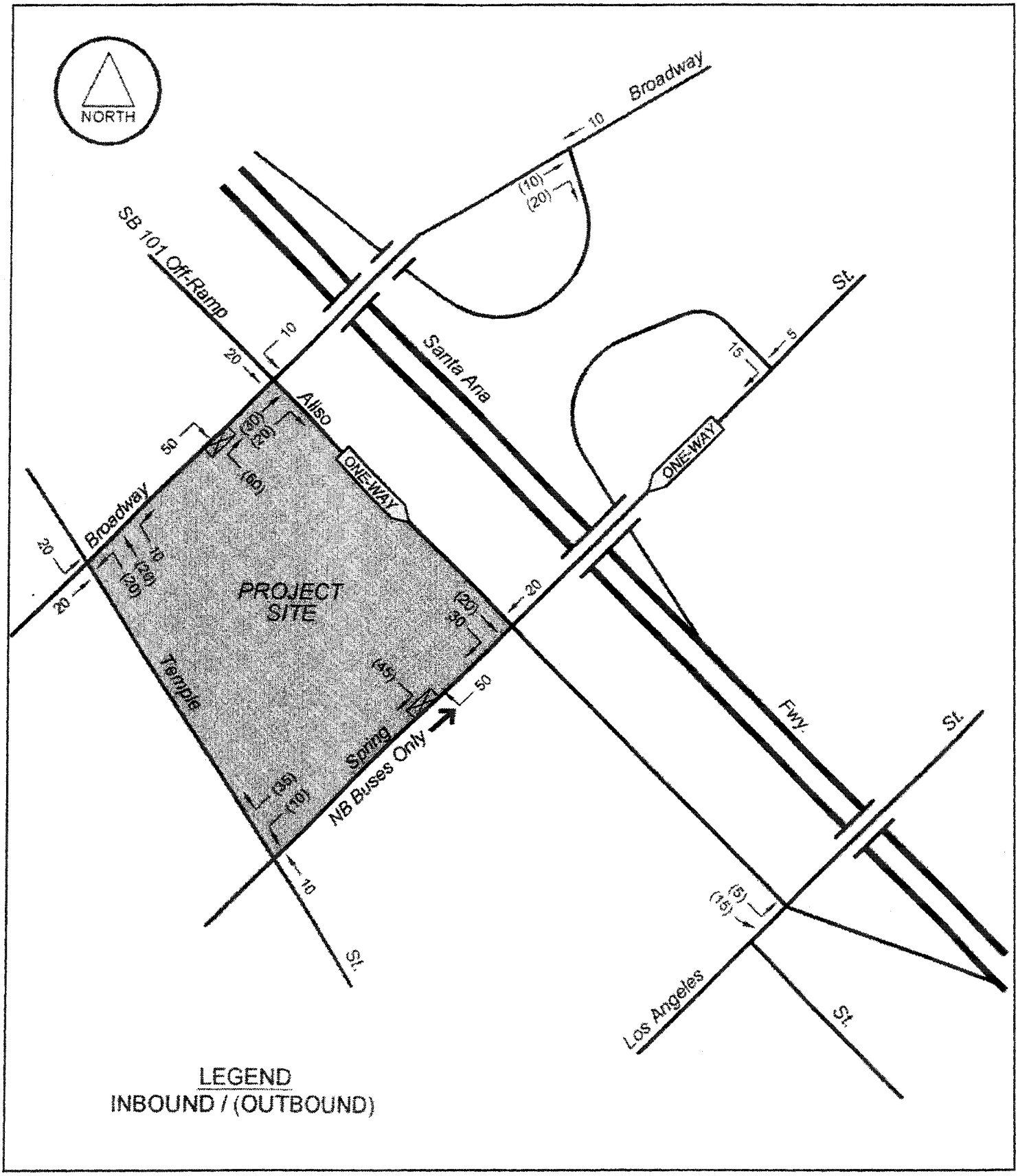
Direction	Percentage of Trips
North	40%
South	20%
East	20%
West	20%
Total	**100%**

Traffic Assignment

The assignment of traffic to the street and highway systems was accomplished in two steps. Using the directional distribution percentages for the surface streets developed previously, the number of trips in each direction was calculated. The second step was to assign these trips to specific routes serving the project area. The results of the traffic assignment provide the necessary level of detail to conduct the traffic analysis. The results of the traffic assignments are illustrated **in Figure 4.2-7, AM Peak Hour Traffic Volumes**, and **Figure 4.2-8, PM Peak Hour Traffic Volumes**, which estimate the project AM and PM peak hour traffic on the nearby street system for the proposed uses.

Parking and Access

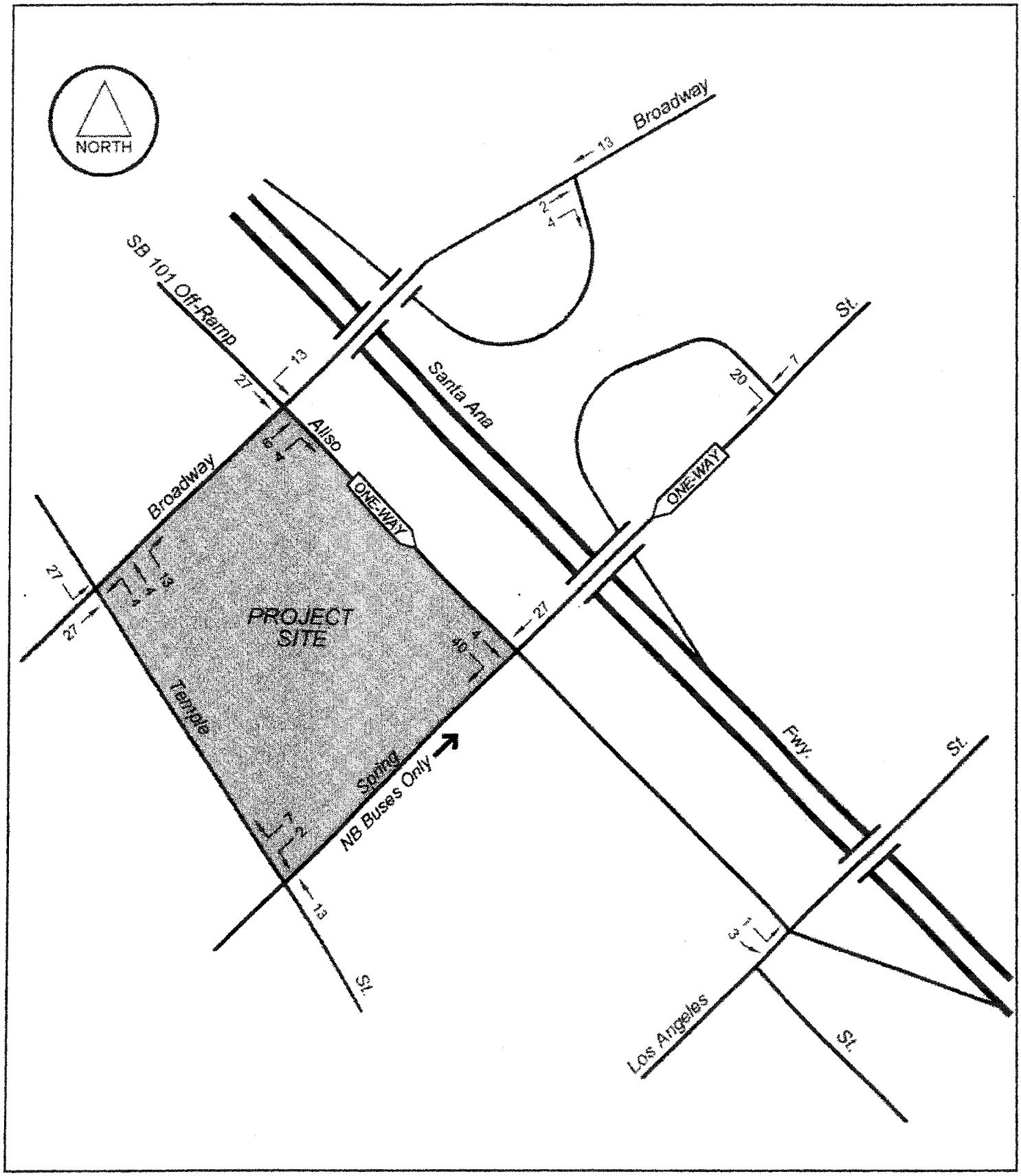
Parking for the renovated building would be provided in a new 1,000 space parking structure. The new parking structure would be constructed along the northern boundary of the project site. Access to the new parking structure would be provided for staff via card key access on North Broadway and on North Spring Street. No vehicular access would be provided from Temple Street or Aliso Street. In order to maintain traffic flow on the project's boundary roadways, all driveways would be restricted to right turns in and out of the site. The project driveway volumes are illustrated on **Figure 4.2-9, Project Driveway Volumes.** These figures do not incorporate the discount for the previous use, but instead reflect the traffic, which is anticipated to be turning into the driveways subsequent to the renovation.



SOURCE: Crain & Associates, March 07, 2003.

EXHIBIT **4.2-6**

Trip Generation Percentages

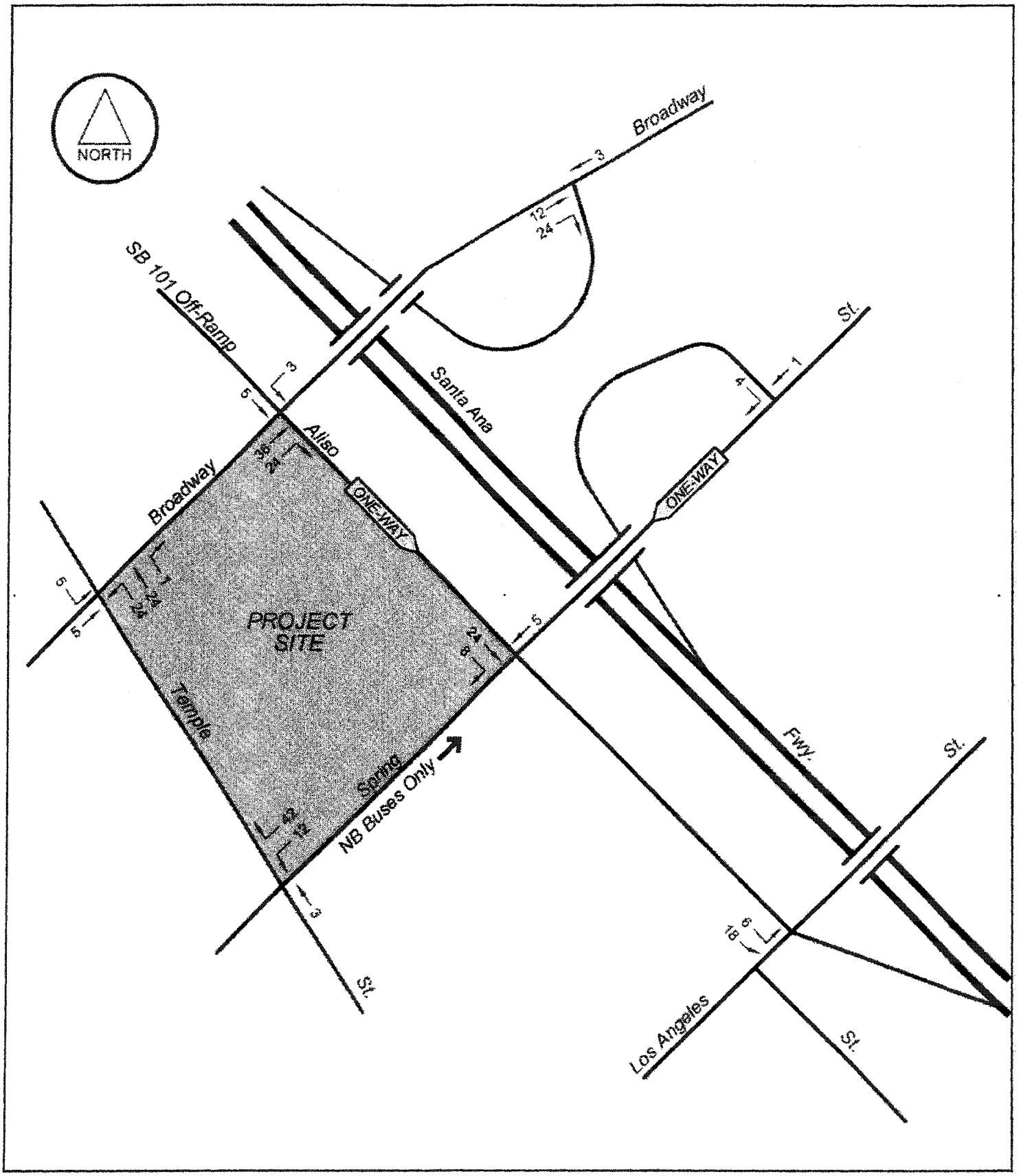


SOURCE: Crain & Associates, March 07, 2003.

EXHIBIT **4.2-7**

AM Peak Hour Traffic Volumes

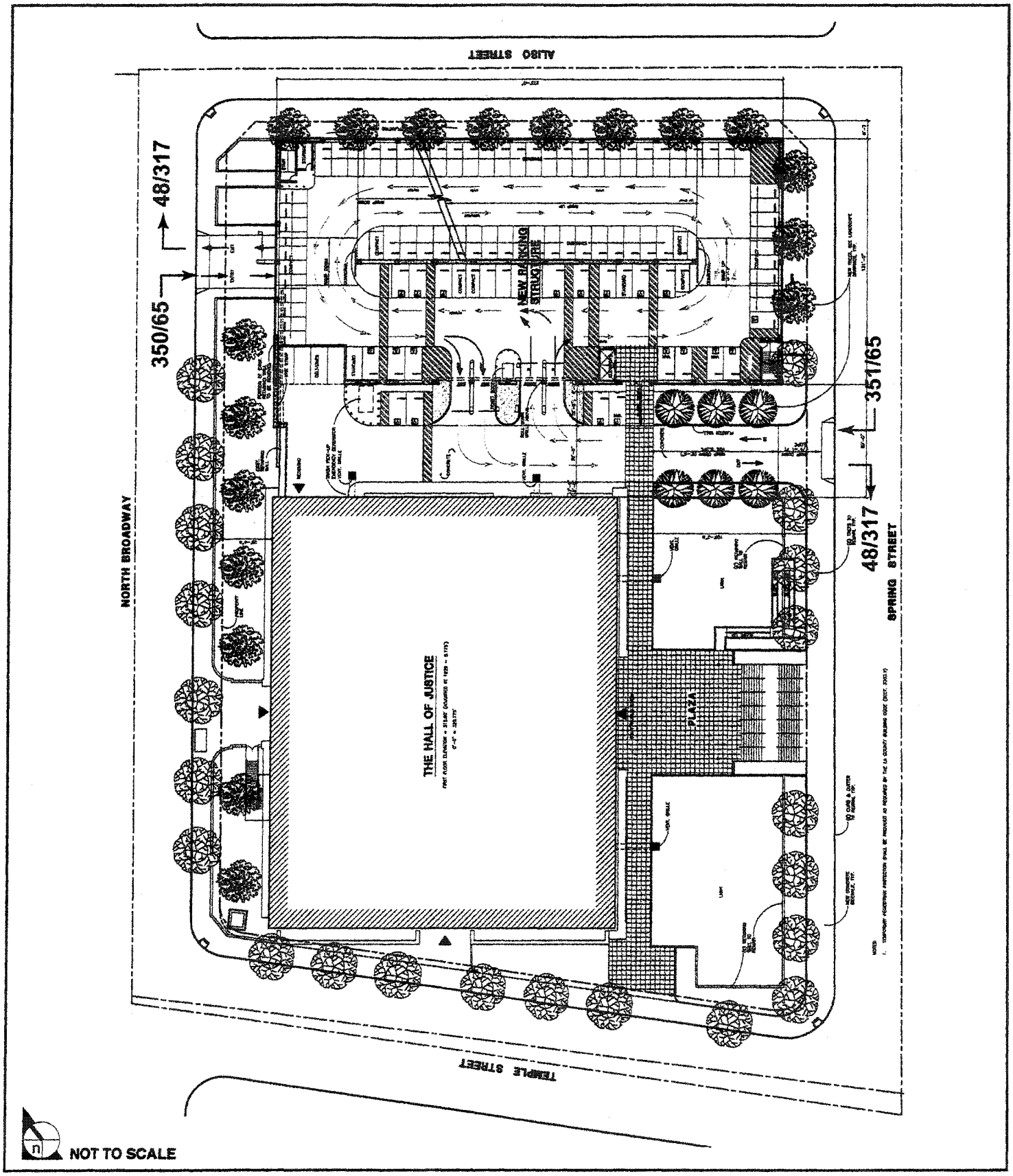
600-01•04/03



SOURCE: Crain & Associates, March 07, 2003.

EXHIBIT **4.2-8**

PM Peak Hour Traffic Volumes



SOURCE: Crain & Associates, March 07, 2003.

EXHIBIT **4.2-9**

Project Driveway Volumes

4.4.2 THRESHOLDS OF SIGNIFICANCE

The current definition of a "significant traffic impact" attributable to a project can occur within three ranges of CMA values, as presented in **Table 4.2-8, County Criteria for Significant Traffic Impact.**

Table 4.2-8
County Criteria for Significant Traffic Impact

LOS	Final CMA Value	Project-Related Increase in CMA Value
C	0.71 to 0.80	Equal to or greater than 0.04
D	0.81 to 0.90	Equal to or greater than 0.02
E, F	0.91 or greater	Equal to or greater than 0.01

4.4.3 POTENTIAL IMPACTS OF ALTERNATIVES

Alternative 1 – No Project Alternative

Under this alternative, the Hall of Justice building would remain vacant and would not generate construction or operational traffic. Impacts under this alternative would be less than significant.

Alternative 2 – Repair and Reuse Alternative (Proposed Alternative)

Construction

There are no County criteria to identify significant traffic impacts associated with the construction of a project, because unlike the completed project itself, construction impacts are short-term effects. However, a quantitative construction traffic impact analysis was prepared. The following assessment as to whether expected construction traffic on surrounding streets is "significant" was based on the County's criteria for a proposed project (**Table 4.2-8**). This is a highly conservative analytical approach as these criteria were formulated to apply to the long-term traffic impacts of a completed project, not short-term construction traffic impacts. Nevertheless, this procedure was utilized to ensure that worst case impacts were adequately analyzed.

For purposes of a highly conservative analysis, it was assumed that all construction workers, supervisory and staff personnel, and visitors would drive alone to the site and park their vehicles on site. It was

assumed that one-half of the haul, concrete, delivery and other heavy-duty construction truck trips would be on the street system during peak commuter periods.

Construction workers are expected to arrive at the site prior to the 7:00 AM start time and leave soon after the 7:00 PM quitting time. Once on the site, the majority of the construction workers are not expected to leave the site until the end of the workday. Supervisory and staff personnel are expected to arrive earlier and leave later than the construction workers, and may make trips to and from the site during work hours. Visitor and miscellaneous trips are estimated to occur between 7:00 AM and 7:00 PM. Heavy-duty construction trucks are expected to arrive and depart from the site throughout the day.

It is estimated that most weeks of construction would generally entail four days of average activity and one day of peak activity during each stage of construction. The number of construction workers is expected to range from 200 to 250 workmen per day during peak construction activity periods.

Construction truck and employee vehicle activity is estimated to consist of the following:

- 65 inbound and 65 outbound haul trucks, concrete trucks, delivery trucks (lumber, rebar, etc.) trips per day for the site work, dirt hauling and grading.
- 250 inbound and 250 outbound personal vehicles for construction employees. This is a conservative assumption, as it would be anticipated that construction employees would rideshare.

As the construction work force and visitors would be from all parts of the region, they would be arriving from all directions. The location receiving the soil, debris and other materials excavated from the site during site work demolition, clearing and grading has not been established. Intersections analyzed for the purposes of the project were also analyzed under the construction scenario, as they are the intersections expected to be the most affected by construction-related traffic.

Existing peak hour traffic volumes on these intersections, which were obtained from recent traffic counts conducted in May 2002, were increased by a growth factor of 1.0 percent per year to reflect baseline conditions. This is the same growth factor used in the analysis of project traffic impacts. No related projects traffic volumes were added to these intersections.

In order to evaluate potential construction related traffic impacts conditions associated with existing, future without construction activity, and future with construction activity were evaluated. **Table 4.2-9, LOS Analysis for Construction Activity**, indicates that no significant traffic impacts have been identified with the analysis.

Table 4.2-9
LOS Analysis for Construction Activity

Intersection	Peak Hour	Existing		Without Construction Activity		With Construction Activity		
		CMA	LOS	CMA	LOS	CMA	LOS	Impact
Temple St. &	AM	0.548	A	0.561	A	0.564	A	0.003
N. Broadway	PM	0.714	C	0.730	C	0.751	C	0.021
Aliso St./SB 101 Fwy.	AM	0.394	A	0.403	A	0.419	A	0.016
Off-Ramp & N. Broadway	PM	0.485	A	0.497	A	0.524	A	0.027
NB 101 Fwy On-Ramp &	AM	0.364	A	0.372	A	0.381	A	0.009
N. Broadway	PM	0.528	A	0.541	A	0.572	A	0.031
Temple St. &	AM	0.479	A	0.490	A	0.491	A	0.001
N. Spring St.	PM	0.309	A	0.316	A	0.328	A	0.012
Alisa St. &	AM	0.333	A	0.339	A	0.389	A	0.050
N. Spring St.	PM	0.246	A	0.251	A	0.261	A	0.010
NB 101 Fwy. Off-Ramp &	AM	0.377	A	0.385	A	0.403	A	0.018
N. Spring St.	PM	0.154	A	0.157	A	0.158	A	0.001
SB 101 Fwy. On-Ramp &	AM	0.184	A	0.188	A	0.188	A	0.000
Los Angeles St.	PM	0.285	A	0.290	A	0.297	A	0.007

Source: Crain & Associates, April 2003.

No parking impacts from construction-related vehicles are expected to occur on the surrounding streets. All construction-related vehicles, including construction worker vehicles, would be parked on the project site. On street parking is in high demand in the project site area. If, during peak construction activity, parking demand cannot be adequately accommodated on site, then a parking plan involving an off-site location would be implemented for the affected work crew.

Operational

Intersections

The critical movement analysis and Levels of Service at the seven signalized key intersections, with and without the Alternative 2 traffic volumes, are provided in **Table 4.2-10, Summary of Critical Movement Analysis, Future Traffic Conditions - With and Without Alternative 2. Figure 4.2-10, Future With Alternative 2, AM Peak Hour Traffic Volumes**, and **Figure 4.2-9-11, Future With Alternative 2, PM Peak Hour Traffic Volumes**, illustrates projected traffic volumes with Alternative 2.

Table 4.2-10
Summary of Critical Movement Analysis
Future Traffic Conditions - With and Without Alternative 2

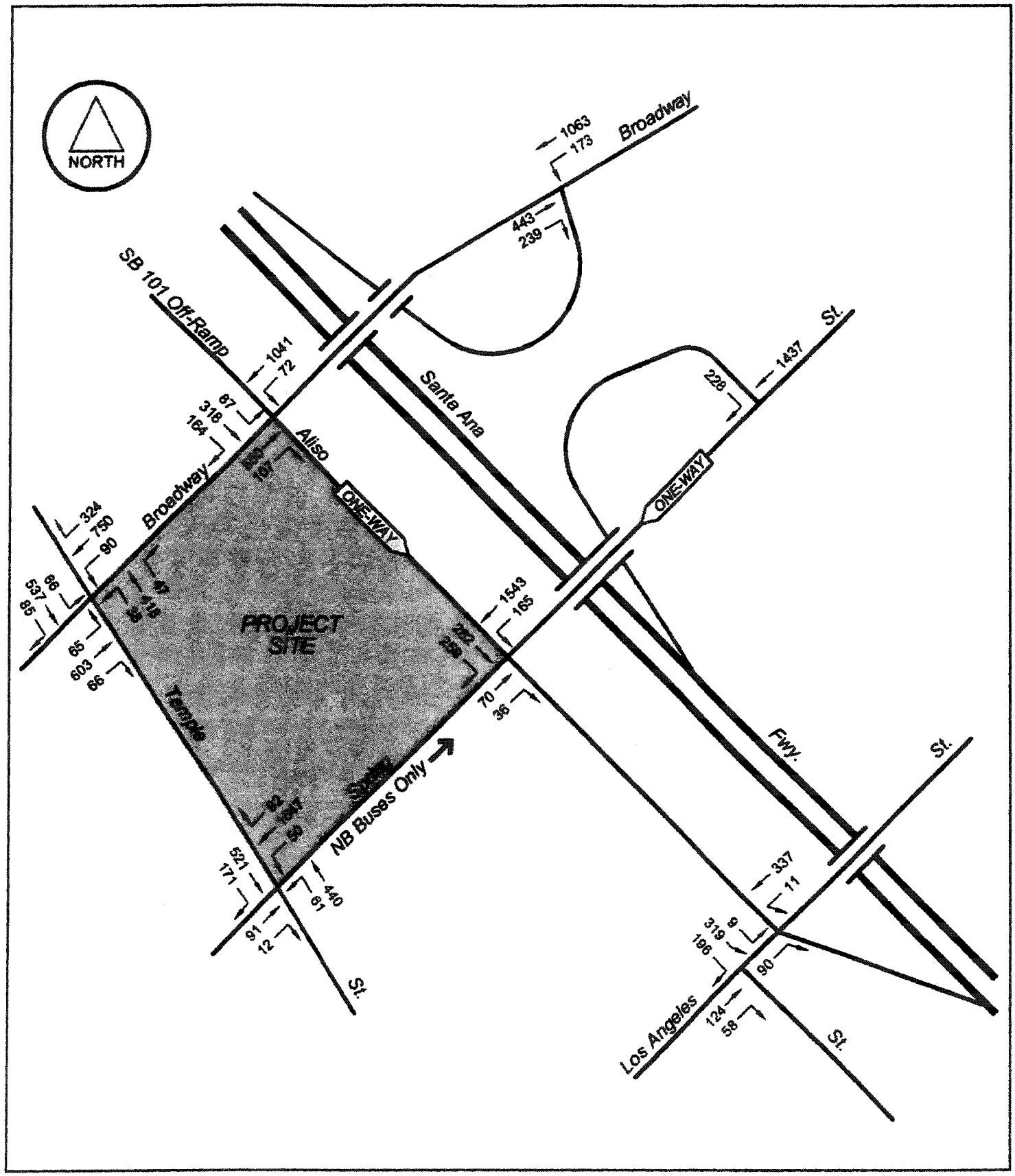
		Without Alternative 2		With Alternative 2		
Intersection	Hour	CMA	LOS	CMA	LOS	Impacts
N. Broadway &	AM	0.442	A	0.445	A	0.003
Temple St.	PM	0.730	C	0.743	C	0.013
Aliso St./SB 101 Fwy	AM	0.403	A	0.411	A	0.008
Off-Ramp & N. Broadway	PM	0.497	A	0.512	A	0.015
NB 101 Fwy On-Ramp &	AM	0.438	A	0.443	A	0.005
N. Broadway	PM	0.611	B	0.625	B	0.015
N. Spring St. &	AM	0.490	A	0.491	A	0.001
Temple Street	PM	0.316	A	0.321	A	0.005
Aliso St. &	AM	0.339	A	0.366	A	0.027
N. Spring St.	PM	0.251	A	0.257	A	0.006
NB 101 Fwy Off-Ramp &	AM	0.385	A	0.394	A	0.009
N. Spring St.	PM	0.157	A	0.159	A	0.002
SB 101 Fwy On-Ramp &	AM	0.188	A	0.188	A	0.000
Los Angeles St.	PM	0.290	A	0.294	A	0.004

Source: Crain & Associates, April 2003.

As shown in **Table 4.2-10**, the signalized key intersections would provide acceptable Levels of Service (LOS C or better). Following the addition of Alternative 2-related traffic, the increase in the CMA delay at the signalized key intersections would range from 0.003 to 0.027. These changes in average control delay would be insufficient to change the peak hour levels of service at any of the signalized key intersections and would not result in an increase in the CMA value that exceed significance threshold levels. Impacts under this alternative are considered to be less than significant.

Congestion Management Plan

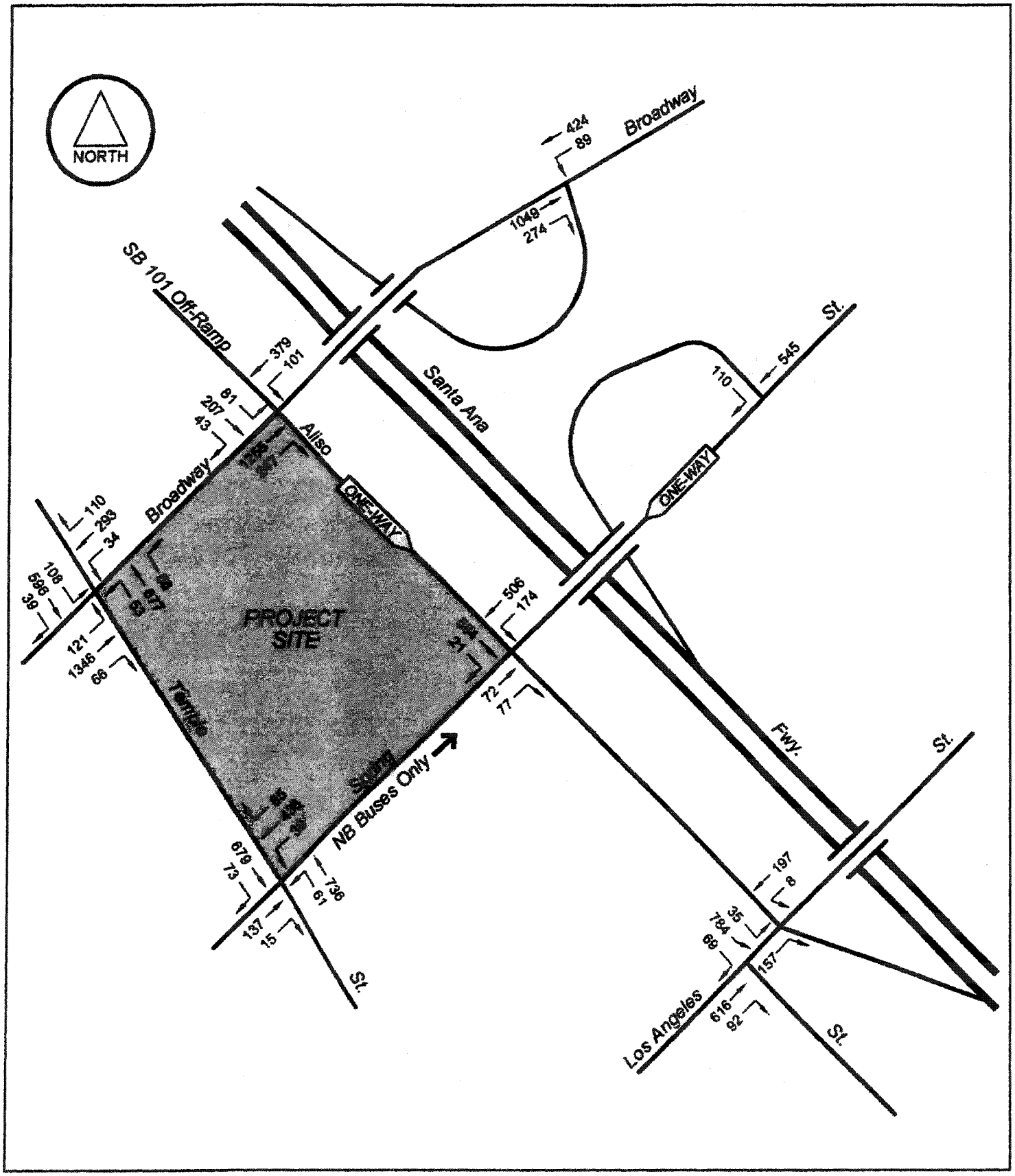
To address the increasing public concern that traffic congestion was impacting the quality of life and economic vitality of the State of California, the Congestion Management Program (CMP) was enacted by Proposition 111. The intent of the CMP is to provide the analytical basis for transportation decisions through the State Transportation Improvement Program (STIP) process. A Countywide approach has been established by the Metropolitan Transportation Authority, the local CMP agency, to implement the statutory requirements of the CMP. The Countywide approach includes designating a highway network that includes all state highways and principal arterials within the County and monitoring the network's Level of Service standards. This monitoring of the CMP network is one of the responsibilities of local jurisdictions. If Level of Service standards deteriorate, local jurisdictions must prepare a deficiency plan to be in conformance with the Countywide plan.



SOURCE: Crain & Associates, March 07, 2003.

EXHIBIT **4.2-10**

Future with Alternative 2, AM Peak Hour Traffic Volumes



SOURCE: Crain & Associates, March 07, 2003.

EXHIBIT **4.2-11**

Future with Alternative 2, PM Peak Hour Traffic Volumes

600-01-02/04

Furthermore, all development projects, which are required to prepare an EIR, are subject to the Land Use Analysis program of the CMP. This requirement will provide decision-makers with the project-specific traffic impacts created by large projects on the CMP highway network. The traffic impact analysis (TIA) to be included in an EIR requires that all freeway segments, where the project adds 150 or more trips in each direction during the peak hours, be analyzed. An analysis is also required at all CMP intersections where the project would add 50 or more trips during the peak hour. The CMP intersection closest to the project is Wilshire Boulevard and Alvarado Street. The intersection is over 2 miles away from the project. Less than 50 project related trips are anticipated to utilize this intersection during the peak hours. In addition, as shown previously in **Figures 4.2-7** and **4.2-8**, Alternative 2 would not add 150 or more trips to any of the freeway segments, including the Harbor Freeway south of the Hollywood Freeway, the Harbor Freeway at Alpine Street, the Hollywood Freeway north of Vignes Street, or Golden State Freeway at Stadium Way (all CMP Freeway segments in the project area). Therefore, no additional analysis was performed.

Alternative 3 – Adaptive Reuse of Existing Building to Secretary of Interior Standards

Construction

Implementation of this alternative would include the repair of the Hall of Justice building and development of a parking garage. This alternative would generate 65 inbound and 65 outbound haul trucks, concrete trucks, and delivery trucks (lumber, rebar, etc.) trips per day for the site work, dirt hauling and grading. In addition this alternative would generate up to 250 inbound and 250 outbound personal vehicles for construction employees. This is a conservative assumption, as it would be anticipated that construction employees would rideshare.

Following the addition of Alternative 3-related traffic, the increase in the CMA delay at the signalized key intersections would range from 0.003 to 0.055. These changes in average control delay would be insufficient to change the peak hour Levels of Service at any of the signalized key intersections and would not result in an increase in the CMA value that exceed significance threshold levels. Impacts under this alternative during construction are considered to be less than significant.

No parking impacts from construction-related vehicles are expected to occur on the surrounding streets. All construction-related vehicles, including construction worker vehicles, would be parked on the project site. On street parking is in high demand in the project site area. If during peak construction activity-

parking demand cannot be adequately accommodated on site, then a parking plan involving an off-site location would be implemented for the affected work crew.

Operational

Intersections and Congestion Management Plan

Under Alternative 3, the Hall of Justice would be occupied with approximately the same amount of full-time employees (1,350) as under the 1994 conditions. Given that the traffic discount rates were applied for the previous occupancy of the building, this alternative would not result in a net increase in traffic. Consequently, the implementation of this alternative would result in CMA values and LOS, as presented in **Table 4.2-4**. This alternative would result in less than significant traffic and circulation impacts.

4.4.4 MITIGATION MEASURES (ALTERNATIVES 2 AND 3)

In order to ensure construction activity does not interfere with weekday activities, the following mitigation measures are required for both Alternatives 2 and 3.

T-1 Trucks and construction materials and equipment should be staged on site whenever feasible. If additional space is necessary lane closure plans shall be submitted to the County and City of Los Angeles for approval.

T-2 Temporary "Truck Crossing" warning signs shall be placed in each direction in advance of each site driveway used by construction vehicles.

T-3 A flag person or persons shall be positioned at the project site to assist truck operators in entering and exiting the project area, and to help minimize conflicts with other motorists.

T-4 To the greatest extent possible, heavy-duty construction trucks shall be scheduled to arrive and depart before and after peak commuting periods of 7:00 AM to 10:00 AM and 4:00 PM to 7:00 PM.

T-5 A construction worker ridesharing plan shall be implemented to reduce construction-related trips.

T-6 An off-site parking area for construction workers personal vehicles shall be established during peak construction activity days/time periods when all worker vehicles cannot be accommodated on site.

T-7 Once a site has been identified for hauling excess dirt, a haul route shall be developed which keeps trucks on major boulevards. The haul route shall be reviewed and approved by the County and City.

4.4.5 ADVERSE IMPACTS AFTER MITIGATION (ALTERNATIVES 2 AND 3)

Impacts under either Alternative 2 or 3 would be less than significant.

4.3 PUBLIC HEALTH & SAFETY/ HAZARDOUS MATERIAL

This section of the EA/EIR summarizes the findings of a Phase I Environmental Site Assessment (ESA), dated March 24, 2003, prepared by Converse Consultants, and a Hazardous Materials Survey Report, dated April 10, 2003, prepared by Citadel Environmental Services, Inc. The Phase I ESA and Hazardous Materials Survey are contained within **Appendix 4.3(A)** and **4.3(B)** of this EA/EIR. The Phase I ESA included a site walk, records research of available public files, and interviews with people knowledgeable about the site. The Hazardous Materials Survey consisted of interior sampling of the building for asbestos containing materials (ACMs), lead-paints, polychlorinated biphenyls (PCBs), biological and bacterial affected material, and radon. The purpose of these studies was to identify the environmental conditions on the site, the likely presence of any hazardous substances under conditions that indicate an existing release, past release, or a material threat of a release into structures, property, groundwater, or into surface drainage on the site.

4.3.1 AFFECTED ENVIRONMENT

Definitions

Hazardous Material

A number of properties may cause a substance to be considered hazardous, including toxicity, ignitability, corrosivity, or reactivity. A hazardous material is defined by the State of California as *"a substance or combination of substances which, because of its quantity, concentration, or physical, chemical or infectious characteristics, may either: (1) cause, or significantly contribute to, an increase in mortality or an increase in serious irreversible, or incapacitating irreversible illness; or (2) pose a substantial present or potential hazard to human health or environment when improperly treated, stored, transported or disposed of or otherwise managed"* (Title 22, California Code of Regulations [CCR], Section 66084).

Hazardous Waste

Once a hazardous material is ready for discard, it becomes a hazardous waste. A "hazardous waste", for the purpose of this report, is any hazardous material that is abandoned, discarded or recycled (California Health and Safety Code, Section 25124). In addition, hazardous wastes occasionally may be generated by

actions that change the composition of previously non-hazardous materials. The same criteria that render a material hazardous make a waste hazardous: toxicity, ignitability, corrosivity, or reactivity.

Phase I ESA Methodology and Findings

Government Database Review

A review of available federal and state databases was conducted to identify government-regulated properties with recognized environmental conditions on or adjacent to the Hall of Justice site. The radii of investigation for federal and state agency lists was selected in accordance with the American Society of Testing Materials (ASTM) Standards for Environmental Site Assessments (E-1527-00).

- The Hall of Justice site is listed on the Facility Index System (FINDS) and Resource Conservation and Recovery System (RCRIS) – small generator database. The Hall of Justice uses previously reported were to transport waste. No other information was reported on the database.

- The Los Angeles County Central Heating Plant located at 301 North Broadway Street (to the west of the Hall of Justice), is listed on the Underground Storage Tank (UST), Hazardous Waste and Substance Site (CORTESE), Facility Inventory (CA FID), Hazardous Waste Information System and the Hazardous Material Incident Report System (CHMIRS) databases. One active UST is reported to be located at the Central Heating Plant. The facility generated asbestos containing materials (ACMs) with a pH of greater than 2, and unspecified liquid mixture waste. The disposal method was reported as transfer station, recycle, and landfill. In 1990, a 30-gallon caustic soda release was reported and was limited to the soil. Based on the regulatory listings identified and resource affected (i.e., soil) there is a low probability that the identified known or potential recognized environmental conditions have impacted or could impact the Hall of Justice site.

- The U.S. Federal Courthouse, General Services Administration, located at 312 North Spring Street (to the east of the Hall of Justice) is listed on the UST, Historical UST (HIST UST), HAZNET, and Facility Inventory (FA FID) databases. In 1937, two 12,000-gallon diesel USTs were installed on the site. The facility generated waste oil and mixed oil, asbestos containing materials (ACMs), tank bottom polychlorinated biphenyls (PCBs), and liquids with PCB waste. The disposal method was recycle, landfill, and incineration. This facility also has an active UST. Based on the regulatory listings identified, there is a low probability that the identified known or potential recognized environmental conditions have impacted or could impact the Hall of Justice site.

- The Los Angeles County Criminal Courts Building, located at 210 West Temple (to the south of the Hall of Justice) is listed on the HIST UST, HAZNET, and CA FID databases. A 5,126-gallon diesel UST is reported at the site. The facility generated ACM. Disposal method was reported as landfill. Based on the regulatory listings identified, there is a low probability that the identified known or potential recognized environmental conditions have impacted or could impact the Hall of Justice site.

- The Los Angeles County Hall of Records, located at 320 West Temple (to the south of the Hall of Justice), is listed on the UST, HIST UST, HAZNET, and CA FID databases. An active UST is reported at this site. The facility generated organic solids, aged or surplus organics, organic liquid mixtures, liquids with pH greater than 2, unspecified alkaline solutions and inorganic solid waste. The disposal method was reported as transfer station, recycle, and landfill. Based on the regulatory listings identified, there is a low probability that the identified known or potential recognized environmental conditions have impacted or could impact the Hall of Justice site.

Oil and Gas Development Review

The State of California Division of Oil, Gas, and Geothermal Resources (DOGGR) Map was reviewed to identify active, inactive, or abandoned oil or gas wells on or adjacent to the Hall of Justice site. No active or inactive oil wells, or known oil and/or gas seeps were identified.

Local Agency and Records Review

City of Los Angeles Building and Safety Department Permit Records

The City of Los Angeles Building and Safety Department is responsible for issuing building permits in the area of the project site. Records available at the City of Los Angeles Building and Safety Department were reviewed to determine the development history on the project site. A chronological summary of pertinent permits is provided below in **Table 4.3-1, Chronological Summary of Pertinent Permits.**

Los Angeles County Department of Health Services

The Los Angeles County Department of Health Services (DHS) is the lead agency responsible for the implementation and enforcement of state and local waste management laws, regulations, and ordinance for the Hall of Justice site. The DHS indicated that in 1988 a fire in the narcotics area on the 7th floor of the Hall of Justice building resulted in toxic fumes and runoff being generated from approximately 100 pounds of cocaine. There were no other records or permits for the Hall of Justice site on file with the DHS.

City of Los Angeles Fire Department Underground Storage Tank (UST) Plan Check Division

The City of Los Angeles Fire Department Underground Storage Tank (UST) Plan Check Division that is one of the oversight agencies indicated that there are no records or permits for the Hall of Justice site on file.

City of Los Angeles Fire Department Hazardous Materials Division

The City of Los Angeles Fire Department Hazardous Materials Division, which is one of the oversight agencies, indicated that there is no record or permit for the Hall of Justice site on file.

Table 4.3-1
Chronological Summary of Pertinent Permits

Date of Permit	Permit Summary
1924	A building permit was issued to the owner, Los Angeles County, for the installation of basement sprinklers. The building was reported to be under construction. The use of the building was reported as county offices.
1948	A building permit was issued to the owner, Los Angeles County, for interior modifications. The use of the building was reported as offices. The age of the building was reported as 20 years.
1949	An alteration permit was issued to the owner, Los Angeles County, for miscellaneous alterations to the building. The use of the building was reported as Hall of Justice.
1950	Permits were issued to the owner, Los Angeles County, for miscellaneous plaster additions and installation of acoustic ceilings on the 5th floor of the building. The use of the building was reported as office building (Hall of Justice) and courthouse (Municipal Court Building).
1951	A building permit was issued to the owner, Los Angeles County, related to closing and roofing the existing bridge area on the 3rd floor of the Hall of Justice building. The size of the building was reported as 185 feet by 229 feet. The building was reported to be 14 stories high.
1952	A building permit was issued to the owner, Los Angeles County, for the construction of a retaining wall. Two (2) buildings, Hall of Justice building and Municipal Court building, were reported on the Property. A certificate of occupancy permit was issued to the owner, Los Angeles County, for a 24 feet by 42 feet enclosure of a bridge area on the 3rd floor in the existing 14-story building.
1954	Building permits were issued to the owner, Los Angeles County, for miscellaneous partition walls to the equipment room and installation of acoustic ceilings in the grand jury room on the 5th floor. The use of the building was reported as office. One building was reported on the lot. The building was reported to be 14 stories and had been occupied for 30 years.
1955	Building permits were issued to the owner, Los Angeles County, for miscellaneous construction work on the 4th floor of the 14-story Hall of Justice Building. The use of the building was reported as office and courtrooms.
1956	A permit was issued to the owner, Los Angeles County, for the installation of miscellaneous plumbing/lighting fixtures and office partitions. The use of the building was reported as office.
1957	A permit was issued to the owner, Los Angeles County, for construction of miscellaneous interior partition walls. One building was reported on the lot. The use of the building was reported as office.
1958	A permit was issued to the owner, Los Angeles County, for the construction of a telephone equipment and operating room on the 5th floor. The size of the lot was reported as 200 feet by 245 feet. The use of the building was reported as office and county jail.
1959	Permits were issued to the owner, Los Angeles County, for miscellaneous interior construction. The use of the building was reported as office (Hall of Justice).
1962	A building permit was issued to the owner, Los Angeles County, for the construction of a hoist and monorail inside the morgue located on the 1st floor of the building. The lot size was reported as 229 feet by 185 feet. One (1) building (Hall of Justice) was reported on the Property.

Source: Converse Consultants, March 2003

South Coast Air Quality Management District

The South Coast Air Quality Management District (SCAQMD), which is one of the oversight agencies, indicated that there is no record or permit for the Hall of Justice site on file.

Los Angeles Regional Water Quality Control Board

The Los Angeles Regional Water Quality Control Board (RWQCB) maintains a database of permitted (registered) USTs. Permits are also required for the abandonment of USTs and clarifier systems. The RWQCB indicated that there is no record or permit for the Hall of Justice site on file.

Aerial Photograph, Sanborn Map, and Topographic Map Review

Copies of historical aerial photographs/maps were reviewed from the Fairchild Aerial Photography Collection at Whittier College. The dates of photographs reviewed were dated as follows: 1929, 1934, 1937, 1941, 1946, 1960, and 1966.

Sanborn Fire Insurance Maps available for the site were requested to augment the aerial photograph review. The Sanborn maps reviewed were dated as follows: 1886, 1894, 1906, 1920, 1950, 1953, 1954, 1957, 1960, 1964, 1965, 1968, and 1970.

Topographic maps of the Pasadena, Los Angeles, and Hollywood quadrangles published by the USGS, were also reviewed. The topographic maps reviewed were dated as follows: 1894, 1896, 1898, 1902, 1921, 1953, 1966 photorevised 1981, 1966 photorevised 1972, 1972, 1966 photorevised 1981, 1981 photorevised 1994.

A chronological summary of the aerial photograph, Sanborn maps, and topographic maps are provided below.

- 1888, 1894 Sanborn Maps and 1896, 1898, 1900, 1902 Topographic Maps – The site is depicted as being occupied by a church building and several residential dwelling units. Residential dwelling units occupy the property to the north of the site. Commercial (office) and residential dwelling units occupy the property to the east of the site. To the west of the site is depicted as being occupied by commercial (hotel) and residential dwelling units.
- 1906 Sanborn Map – The site is occupied by residential dwelling units, retail stores, and a hotel. Residential dwelling units occupy the property to the north of the site. To the east and west of the site is occupied by mixed residential and retail store buildings. North Spring Street is named Buena Vista Street.

- 1920 Sanborn Map – The site is occupied by residential dwelling units and retail stores. To the north, east, and west is occupied by retail stores. A commercial building occupies the property to the south.

- 1929, 1934, 1937, 1941, and 1946 Photographs – The site is occupied by the Hall of Justice building. A second building, the Municipal Courts building, is evident on the northeast portion of the site. The property to the north of the site is undeveloped. A commercial building occupies the property to the south. Several commercial buildings with associated parking lots are located to the west. A multi-story commercial building is located to the east.

- 1950 Sanborn Map – Two buildings occupy the site including the Hall of Justice building and Municipal Courts building. The Hollywood Freeway beyond Aliso Street is evident to the north. The US Post Office and Courthouse building are located to the east. To the west is a two-story building which is under demolition and retail stores with associated parking lots.

- 1953, 1954 Sanborn Maps, and 1953 Topographic Map – No apparent changes occurred on the site from the previous Sanborn Map. No apparent changes occurred on the adjacent sites to the north and east. The property to the south beyond Broadway is occupied by parking lots. No coverage was available for the adjacent site to the south beyond Temple Street.

- 1960, 1966 Photographs, 1957, 1960, 1964, 1965, 1968, 1970 Sanborn Maps, and 1921, 1953, 1966, 1965 (photorevised), 1966 (photorevised), 1981 (photorevised) Topographic Maps – No apparent changes occurred on the site from the previous Sanborn Map. In the immediate vicinity of the Hall of Justice, the Federal Courthouse is located to the east, the Criminal Courts building to the south, the County of Los Angeles Central Heating and Refrigeration Plant to the west, and the 101 Freeway is to the north.

Site Reconnaissance

Converse Consultants conducted a site reconnaissance (March 23, 2003) to evaluate the present use and environmental conditions at the Hall of Justice site. The methodology involved walking the perimeter of the site and accessible exterior of the building while noting evidence of present and potential concerns.

During the site reconnaissance no evidence was observed of hazardous substances and petroleum products; storage tanks and related equipment; odors; standing surface water or other pools of liquid; drums and other containers of hazardous substances, petroleum products, or other unidentified contents; transformers or equipment containing PCBs; pits, ponds, or lagoons; stained soil or pavement; stressed vegetation; evidence of mounds. Depressed or filled graded areas; wastewater or any discharge into a drain, ditch or stream; wells either active, inactive or abandon; septic systems or cesspools; prior structures; or roads, tracks, railroad tracks or spurs.

Converse Consultants did, however, observe abandoned machinery along the north portion of the Hall of Justice building. No staining was observed in the area of the machinery. In addition, two 55-gallon plastic drums containing infectious waste were observed inside a steel storage unit on the north side of the property near the guard shack on the parking lots.

Hazardous Materials Survey

Citadel Environmental Services, Inc. conducted the Hazardous Materials Survey for the interior of the Hall of Justice building. The survey consisted of (1) a review of existing building documentation (e.g., as built drawings); (2) the collection and analysis of bulk samples of suspect Asbestos Containing Materials (ACM) and Lead Containing Paint (LCP); (3) visual inspection for universal wastes; (4) visual inspection for biologically and bacterially affected building materials, discarded medical waste, wastes, paints, solvents, and chemical containers; and (5) radon gas sampling.

Asbestos Containing Materials

Structures constructed or remodeled between 1930 and 1981 have the potential of ACM. These materials can include, but are not limited to: resilient floor coverings, drywall joint compounds, acoustic ceiling tiles, piping insulation, electrical insulation and fireproofing materials. The site was initially developed in 1925 with interior modification conducted until at least 1962. This was prior to the ban on ACM and therefore, the likelihood is high that the site contains these materials. As a result, a sampling of interior materials was made a part of the Hazardous Materials Survey.

A total of 168 samples were collected for analysis. Samples were taken from thermal system insulation, HVAC duct insulation, wall system materials, ceiling tile adhesive, HVAC vibration damper and seam tape, roof penetration sealant/mastics and roof field membranes. The amount and type of samples collected were done so in accordance with the National Emissions Standards for Hazardous Air Pollutants as authorized by the Federal Clean Air Act, and the Asbestos Hazard Emergency Response Act (AHERA). Samples were analyzed by polarized light microscopy.

Lead Containing Materials

Exposure to lead from older paint is possible when the paint is in poor condition or during its removal. In construction settings, workers can be exposed to airborne lead during renovation, maintenance or removal work. Lead-based paints were phased out of production in the early 1970s. Given the age of the Hall of Justice building, the likelihood is high that the site contains these materials. As a result, a sampling of interior materials was made a part of the Hazardous Materials Survey.

A total of 108 samples were collected for analysis. Samples were collected from interior plaster walls and ceilings, metal jail cell walls and bars, metal and wood doors/cases, ceramic tile, and metal window/frames.

Polychlorinated Biphenyls

In 1976, the United States Congress enacted the Toxic Substance Control Act (TSCA) that reviewed all industrial chemicals, including polychlorinated biphenyls (PCBs). Since the TSCA, the production and use of PCBs has been prohibited, limited or phased out. Each fluorescent light ballast manufactured between July 1, 1978 and July 1, 1998 that does not contain PCBs is required to be marked by the manufacturer with the statement, "No PCBs". If no labels are present, then the ballast is assumed to contain PCBs and has to be managed in accordance with applicable rules and regulations. PCB inspection consisted of visually inspecting F-40-type ballasts associated with predominantly light fixtures and electrical transformers found throughout the building.

Universal Wastes

Universal wastes consist of mercury-containing components such as fluorescent light tubes and switches and electronic waste such as computers, reprographic and telephone equipment. Universal waste inspection consisted of visually inspecting all accessible rooms, common areas, and ancillary spaces.

Biologically and Bacterially Affected Material/Industrial Hygiene

Biological and bacterial types of waste consist of animal waste and mold growth on building components. Industrial hygiene materials consist of spent chemicals, compressed gases, and equipment containing chlorofluorocarbon (CFC) refrigerant. Biologically and bacterially affected materials and industrial hygiene inspection consisted of visually inspecting all accessible rooms, common areas, and ancillary spaces.

Radon Gas

Radon is a radioactive gas that is present in the air. It is produced by the radioactive decay of radium that is found in soil and rocks everywhere. Radon gas decays into radioactive particles that can get trapped in one's lungs through normal breathing. As they break down further, these particles release small bursts of energy. This can damage lung tissue and lead to lung cancer over the course of a lifetime. Not everyone exposed to elevated levels of radon will develop lung cancer. The amount of time between exposure and the onset of the disease may be many years. The unit of measurement of radon in the United States is the Pico curie per liter of air (pCi/l). Typical outdoor levels of radon range from 0.1 to 0.5 pCi/l. Sampling for Radon gas was performed using activated charcoal absorption devices, which were placed in each of the four corners of the basement.

4.3.2 THRESHOLDS OF SIGNIFICANCE

The County of Los Angeles Initial Study (**Appendix 1.0**) suggests that a project would result in a significant impact to environmental safety if it would meet any of the following criteria:

- Are any hazardous materials used, handled, or stored on site?
- Are any hazardous wastes stored on site?
- Are any pressured tanks to be used on site?
- Are any residential units, schools, or hospitals located within 500 feet and potentially adversely affected?

According to the Initial Study, no pressurized tanks are to be used on site; and no residential units, schools, or hospital are located within 500 feet of the site. As a result, the following impact analysis will only evaluate the project's potential impacts to environmental safety relative to criteria (a) and (b).

4.3.3 POTENTIAL IMPACTS OF ALTERNATIVES

Alternative 1 – No Project Alternative

Under Alternative 1, the Hall of Justice would remain vacant and unsafe for occupancy and would continue to deteriorate physically. Implementation of this alternative could result in long-term public health hazards due to the non-removal of existing on-site hazardous materials.

Alternative 2 – Repair and Reuse Alternative (Proposed Alternative)

Phase I Environmental Site Assessment

Based on a site reconnaissance, a review of aerial photographs, and available database and published information, several conclusions can be made regarding the project site. First, based on the aerial review, the project site has been developed since at least 1888 and did not appear to contain any hazardous material disposal or storage facilities. In addition, neither the project site nor adjacent properties were identified in a review of available federal, state, or county records as having existing or potential recognized environmental hazardous material conditions that would impact soil or groundwater at the site. Consequently, no potential impacts were identified as a result of a review of these sources.[1]

---

1 Converse Consultants, *Phase I Environmental Site Assessment Report. 211 West Temple Street, Los Angeles, California,* March 24, 2003.

Hazardous Material Survey

Asbestos Containing Materials

In order to determine the presence of, or lack of, ACM, a total of 168 samples were collected at the project site from existing on-site structures. Samples were collected from thermal system insulation, HVAC duct insulation, wall system materials, ceiling tile adhesive, HVAC vibration damper and seam tape, roof penetration sealant/mastics and roof field membranes. All samples were subjected to laboratory tests for ACMs. Of the 168 samples taken at various locations throughout the building, 51 of the samples contained ACMs.[2]

During renovation and construction activities, Alternative 2 could result in the disturbance of friable (intact) ACMs or in a form that could allow fibers to become airborne. Potential health and safety impacts associated with the proposed project could result to anyone in the area (including construction workers and persons residing in the vicinity of the building) who may breathe in the fibers. As such, Alternative 2 could result in a significant impact.

Lead Containing Materials

Lead was detected in many of the samples collected within the building. The paint film on numerous components was observed to be in defective conditions (i.e., peeling, blistering, etc.).[3] Any exposure to lead from older paint is possible when it is in poor condition or during its removal. Within the construction settings, workers can be exposed to airborne lead during renovation, maintenance or demolition work. Potential health and safety impacts associated with the Alternative 2 could result to anyone in the area (including construction workers and persons residing in the vicinity of the building) who may be exposed to lead paint. As such, Alternative 2 could result in a significant impact.

Polychlorinated Biphenyls

The production and use of PCBs has been prohibited, limited or phased out. Each fluorescent light ballast manufactured between July 1, 1978, and July 1, 1998, that does not contain PCBs is required to be marked by the manufacturer with the statement, "No PCBs". If no labels are present, then the ballast is

---

2 Citadel Environmental Services, *Hazardous Materials Survey Report, Los Angeles County Hall of Justice Building, 211 West Temple Street, Los Angeles, California,* May 9, 2003.

3 Ibid.

assumed to contain PCBs and has to be managed in accordance with applicable rules and regulations. Many of the existing ballasts are assumed to contain PCBs.[4]

During renovation and construction activities, Alternative 2 could result in the disturbance of PCB containing light ballasts. Potential health and safety impacts associated with the Alternative 2 could result to anyone in the area (including construction workers and persons residing in the vicinity of the building) who may be exposed to PCBs. As such, Alternative 2 could result in a significant impact.

Universal Waste

Fluorescent light tubes and electronic waste (computer, reprographic, and telephone equipment) was observed throughout the building. Such components typically contain concentrations of lead, mercury, cadmium/lithium, and beryllium. Failure to remove these items prior to renovation activities could result in significant impacts to construction workers and persons residing in the vicinity of the building

Biologically and Bacterially Affected Material/Industrial Hygiene

Biological and bacterial waste such as animal waste, vermin carcasses, human waste, and medical waste was observed throughout the building.[5] In addition, spent and partially used containers of chemicals were observed. Failure to remove these items prior to renovation activities could result in significant impacts to construction workers and persons residing in the vicinity of the building.

Radon

Sampling for Radon gas was performed using activated charcoal absorption devices, which were placed in each of the four corners of the basement.[6] No detectable amount of Radon gas was present based on sampling.

Storage and Handling of Hazardous Materials

Office uses proposed on site might store and use moderate quantities of hazardous materials such as fuels, oils, solvents and other materials. A variety of state and federal laws govern the generation,

---

4 Citadel Environmental Services, *Hazardous Materials Survey Report, Los Angeles County Hall of Justice Building, 211 West Temple Street, Los Angeles, California,* May 9, 2003.

5 Ibid.

6 Ibid.

treating, or disposing of hazardous wastes. Los Angeles County would be required to submit an annual inventory of hazardous materials in use on site, as well as a business emergency plan, for an annual review as required by SARA III and Chapter 6.95 of the California Health and Safety Code. These requirements would be mandated per state and federal law. As such, potential impacts are considered to be less than significant through the implementation of standard state and federal requirements.

Alternative 3 – Adaptive Reuse of the Existing Building to Secretary of Interior Standards

Implementation of this alternative would result in the same impacts described under Alternative 2. Impacts associated with ACM, LCP, PCBs, universal waste, biologically and bacterially affected materials/industrial hygiene waste would be significant. Radon gas impacts would be less than significant.

4.3.4 MITIGATION MEASURES (ALTERNATIVES 2 AND 3)

The following mitigation measures are required for both Alternatives 2 and 3:

HS-1 Asbestos-containing materials shall be removed or encapsulated under acceptable engineering methods and work practices by a licensed asbestos abatement contractor. Removal practices include, but are not limited to: containment of the area by plastic; negative air filtration; wet removal techniques; and personal respiratory protection and decontamination. The process shall be designed and monitored by a California Certified Asbestos Consultant. The abatement and monitoring plan shall be developed and submitted for review and approval by the appropriate regulatory agencies (currently the County of Los Angeles and South Coast Air Quality Management District).

HS-2 Prior to the renovation of the building, all loose and peeling paint shall be removed and disposed of by a licensed and certified lead abatement contractor, in accordance with local, state, and federal regulations.

HS-3 The abatement contractor shall be informed of which paint on the buildings shall be considered as containing lead. The contractor shall take appropriate precautions to protect his/her workers, the surrounding community, and to dispose of construction waste containing lead paint in accordance with local, state, and federal regulations.

HS-4 All on-site fluorescent light ballasts shall be assumed to contain PCBs, unless labeled "Does Not Contain PCBs", and shall be removed prior to renovation activities and disposed of by a licensed and certified PCB removal contractor, in accordance with local, state, and federal regulations.

HS-5 All on-site fluorescent light tubes, and electronic waste shall be assumed to contain heavy metals and shall be removed prior to renovation activities and disposed of by a licensed and certified abatement contractor, in accordance with local, state, and federal regulations.

HS-6 All biological and bacterial waste shall be removed prior to renovation activities by trained and equipped personnel.

HS-7 All medical waste, including spent needles, shall be properly categorized and removed by a trained and equipped personnel prior to renovation activities.

HS-8 All spent and partially used containers of chemicals shall be categorized/classified (acids, bases, etc.), lab packed, manifested, and removed prior to renovation activities by a licensed and certified abatement contractor, in accordance with local, state, and federal regulations.

4.3.5 ADVERSE IMPACTS AFTER MITIGATION (ALTERNATIVE 2 AND 3)

With the implementation of the mitigation measures, all potentially significant impacts under either Alternative 2 and 3 are expected to be less than significant.

4.4 SOCIO-ECONOMIC ISSUES/ ENVIRONMENTAL JUSTICE

On February 11, 1994, the President of the United States adopted Executive Order (EO) 12898, *Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations*. This EO states that to the greatest extent practicable and permitted by law, and consistent with the principles set forth in the report on the National Performance Review, each Federal agency shall make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations in the United States and its territories and possessions, the District of Columbia, the Commonwealth of Puerto Rico, and the Commonwealth of the Mariana Islands.

Federal agency responsibilities under EO 12898 include conducting its programs, policies, and activities that substantially affect human health or the environment in a manner that ensures that such programs, policies, and activities do not have the effect of excluding persons (including populations) from participation in, denying persons (including populations) the benefits of, or subjecting persons (including populations) to discrimination under such programs, policies, and activities, because of their race, color, or national origin.

"Environmental Justice" is the fair treatment and meaningful involvement of all peoples regardless of race, color, national origin, or income with respect to the development, implementation, and enforcement of environmental laws, regulation, and policies.

"Fair Treatment" means that no group of people, including racial, ethnic, or socio-economic group, should bear a disproportionate share of negative environmental consequences resulting from industrial, municipal, and commercial operations or the execution of federal, state, local, and tribal programs and policies.

" Minority" is defined in Title VII of the Civil Rights Act of 1964. The definition is as follows: (a) Black (Not of Hispanic origin)—all persons having origins in any of the Black racial groups of Africa; (b) Hispanic—all persons of Mexican, Puerto Rican, Cuban, Central or South American, or other Spanish culture of origin, regardless of race; (c) Asian or Pacific Islander—all persons having origins in any of the original peoples of the Far East, Southeast Asia, the Indian subcontinent or the Pacific Islands. This area includes, for example, China, India, Japan, Korea, the Philippine Islands and Samoa; or (d) American Indian or Alaskan Native—all persons having origins in any of the original peoples of North America, and who maintain cultural identification through tribal affiliation or community recognition.

"Low-income" is defined as a household earning less than 80 percent of the County median income, adjusted for family size, as specified in the current U.S. or California census data or recognized current data. In Los Angeles County, a household size of 1 would be considered "low income" with a maximum income of $30,850, and family of 4 with a maximum income of $44,100.

Each Federal Agency is required to analyze the effects, including human health, economic and social effects, of Federal actions, including effects on minority communities and low-income communities, when such analysis is required under NEPA. As a general rule, CEQA only requires an analysis of the environmental impacts of a project. Economic and social effects of a project are not treated as significant effects on the environment. CEQA *Guidelines*, §15131(a).

4.4.1 AFFECTED ENVIRONMENT

City of Los Angeles

The City of Los Angeles is the second most populous City within the United States with an estimated population of approximately 3.8 million individuals. The ethnic composition of Los Angeles is as follows:

- Hispanic – 45.6%;
- White – 32.1%;
- Asian – 12.6%;
- African-American – 9.4%; and
- American Indian – 0.3%.

Income distribution by population per year, is estimated as follows:

- Less than $20,000 – 23.5%;
- $20,000 to $34,999 – 24.9%;
- $35,000 to $49,999 – 18.1%; and
- $50.000 and over – 33.5%.

Civic Center Area – Census Tract 2074

The Hall of Justice site is located within U.S. Census Tract 2074 Los Angeles, California. The boundaries of the census tract include U.S. Highway 101 on the north, North Alameda Street on the east, 2nd Street on the south, and State Highway 110 on the west. Census Tract 2074 has an estimated population of

approximately 1,237 individuals.[1] The ethnic composition of census tract by race composition is as follows:

- White – 32.4%;
- Black or African-American – 26.7%;
- Asian – 5.9%;
- American Indian and Alaska Native – 0.6%;
- Native Hawaiian and Other Pacific Islander – 0.1%;
- Other – 0.1%; and
- Two or more races – 1.1%.

The population by sex is 89.6 percent male and 10.4 percent female. The median age for both males and females is 35 years old. The per capita income is $37,547 per year within the census tract.[2]

Of the 1,237 individuals residing in the area, approximately 1,070 live-in group quarters and are institutionalized at the Federal Bureau of Prisons, Metropolitan Detention Center. Another 148 individuals live in group quarters and are non-institutionalized.

The remaining 19 individuals live within 13 households scattered throughout the Civic Center area.[3]

4.4.2 THRESHOLDS OF SIGNIFICANCE

The project would result in a significant impact if minority or low-income populations would be subjected to disproportionately high and adverse human health or environmental effects due to noise, air quality emissions, and traffic. In addition, the project would result in significant impacts if it would displace or divide a community containing primarily low-income or minority persons.

4.4.3 POTENTIAL IMPACTS OF ALTERNATIVES

Alternative 1 – No Project Alternative

Under Alternative 1, the Hall of Justice would remain vacant and unsafe for occupancy and would continue to deteriorate physically. Given the current condition of the building, a program would be

1 U.S Census Bureau, *Profile of General Demographic Characteristics, Census Tract 2074, Los Angeles, California*, 2000.
2 Ibid.
3 Ibid.

required in order to observe and routinely inspect the building to ensure it posed no imminent threat or safety hazard to the surrounding environs. Implementation of this alternative would not result in short-term or long-term noise, air quality, or traffic impacts nor displace or divide a community. Consequently, this alternative would result in less than significant impacts to minority or low-income individuals and would be consistent with EO 12898.

Alternative 2 – Repair and Reuse Alternative (Proposed Alternative)

Construction of this alternative would result in short-term air, noise and traffic impacts as described in the respective sections of this document. According to NEPA Law and Litigation 8:49, temporary environmental effects including temporary disruption during construction activities "are not significant effects that require an environmental impact statement." Consequently, construction would not cause significant environmental impacts to minority or low-income individuals and is consistent with the provisions of EO 12898.

Operation of this alternative would result in long-term air, noise, and traffic impacts as described in the respective sections of this document. These impacts are considered to be less than significant. Consequently, the operation of the project would not cause significant environmental impacts to minority or low-income individuals and is consistent with the provisions of EO 12898.

The project would not displace any on-site or off-site permanent residents and/or commercial businesses. In fact, this project may provide some short-term and long-term employment opportunities for minority and low-income individuals in the area by providing business/personal services to the building occupants. This in turn would provide for increased business opportunities adjacent to the project site, as well as outlying areas. In addition, the implementation of this alternative would have beneficial impacts on the surrounding neighborhoods through the provision of more efficient governmental services such as better security from the Sheriff locating an office within the Civic Center area. Another benefit of the project would include halting the physical deterioration of the Hall of Justice and surrounding neighborhood by repairing this facility. For the above reasons, the repair of Hall of Justice would not cause environmental injustice to minority or low-income individuals and is consistent with provisions of EO 12898.

Alternative 3 – Adaptive Reuse of the Existing Building to Secretary of Interior Standards

Socioeconomic and environmental justice issues under this alternative would be same as described for Alternative 2. Construction and operational noise, air quality, and traffic impacts would be less than significant. This alternative would benefit the community by providing short-term and long-term employment opportunities, increased business opportunities, and more efficient governmental services. Consequently, this alternative would not cause significant environmental impacts to minority or low-income individuals and is consistent with the provisions of EO 12898.

4.4.4 MITIGATION MEASURES (ALTERNATIVES 2 AND 3)

No mitigation measures are required for either Alternative 2 or 3.

4.4.5 ADVERSE IMPACTS AFTER MITIGATION (ALTERNATIVES 2 AND 3)

Impacts under Alternative 2 or 3 would be less than significant.

4.5 VISUAL QUALITY

The perception of visual quality or aesthetic appeal of an urban environmental is influenced by a number of factors. Most prominent among these factors are those attributes of "urban form" and "neighborhood design" that act to confine or limit the extent of what can be seen from a typical viewpoint. "Urban form" consists of the general pattern of building height and development intensity, while "neighborhood design" includes such factors as: the width and layout of streets; prevailing or dominant forms of land use; and age, condition, and architectural style of buildings making up the neighborhood.

Public views commonly available along a typical developed city block are frequently confined to the immediate foregrounds by a solid frontage of what may line the sides of street. Middle-distance or distant views may not be possible unless seen in narrow channels coinciding with the linear directions of the street or, where possible, as viewshed-defining backdrops, visible over the tops of relatively lower foreground buildings. Variations in the design or transportation corridors and in elevations of terrain may either facilitate more expansive views locally or limit them in an urban setting.

Just as important in the perception of visual quality of a city are the prevailing structural elements that define a city and its neighborhood design. Urban structural elements consist of: natural features, transportation corridors, open space, public facilities, as well as activity centers and focal points.

4.5.1 AFFECTED ENVIRONMENT

Visual Setting

The 3.2-acre site currently contains the Hall of Justice building, which has 14 above-grade floors, one basement level, and a surface parking lot. The Hall of Justice building is approximately 195 feet high from street grade to the mansard roof parapet. The building is currently vacant and surrounded by chain link fencing to prevent access.

The project site is located in a heavily urbanized area. Uses within the downtown Los Angeles Civic Center area predominately include City, County, State, and Federal buildings. In the immediate vicinity of the Hall of Justice, the Federal Courthouse is located to the east across Spring Street, the Criminal Courts building to the south across Temple Street, the County of Los Angeles Central Heating and Refrigeration Plant to the west across Broadway, and the 101 Freeway is to the north, across Aliso Street. With exception of the two-story County of Los Angeles Central Heating and Refrigeration Plant, the

project site is surrounded by high-rise structures including the Federal Courthouse and County Criminal Courts building.

Based on a visual reconnaissance of the project area, two types of public views were identified: (1) those observed by motorists and pedestrians traveling along the roadway in the vicinity of the Hall of Justice site; and (2) views as seen from adjacent land uses such as the Federal Courthouse, and County Criminal Courts building. In order to document the existing visual character of the project site and its surroundings, photographs were taken from varying select locations where the public may view the site. **Figure 4.5-1, Photograph Location Sites,** shows the locations where photographs were taken.

Figure 4.5-2, Photograph No.1, presents a view of the project area looking east, down Temple Street, and across from the Cathedral of Our Lady of the Angels. The Cathedral parking area is located on left side on Temple Street in the foreground and Hall of Justice building is visible in the background.

Figure 4.5-3, Photograph No. 2, presents a view of the project area looking east down Temple Street from the southwest corner of the Temple Street and Hill Street intersection. In the foreground and on the right side of the Temple Street are County offices. The County of Los Angeles Central Heating and Refrigeration Plant is located on the left side of Temple Street in the foreground, and Hall of Justice building in the middle ground.

Figure 4.5-4, Photograph No. 3, presents a view of the project area looking west down Temple Street near Main Street. In the foreground, on the right side of Temple Street, is the Federal Courthouse, which is of the Art Moderne style of the late 1930s. Behind the Federal Courthouse in the middle ground is the Hall of Justice building. On the left side of Temple Street, in the foreground, are the lower levels of the Los Angeles City Hall. The Los Angeles City Hall has a terra cotta façade and was constructed in the late 1920s. Further down Temple Street on the left, and in the middle ground, is the County Criminal Courts building.

Figure 4.5-5, Photograph No. 4, presents a view of the project site looking west from Aliso Street and the Spring Street intersection. The Hall of Justice building and surface parking area, which is the proposed location for the parking garage, are the most visible features in the foreground. Behind the Hall of Justice and surface parking area is the County of Los Angeles Central Heating and Refrigeration Plant.

Figure 4.5-6, Photograph No. 5, presents a view of the project site looking southwest from the Spring Street and Arcadia Street intersection. Again, the Hall of Justice and surface parking area, located in the middle ground, are the most prominent visible features that can be viewed from this location. Located to the left of the Hall of Justice building and surface parking area is the County of Los Angeles Central Heating and Refrigeration Plant.

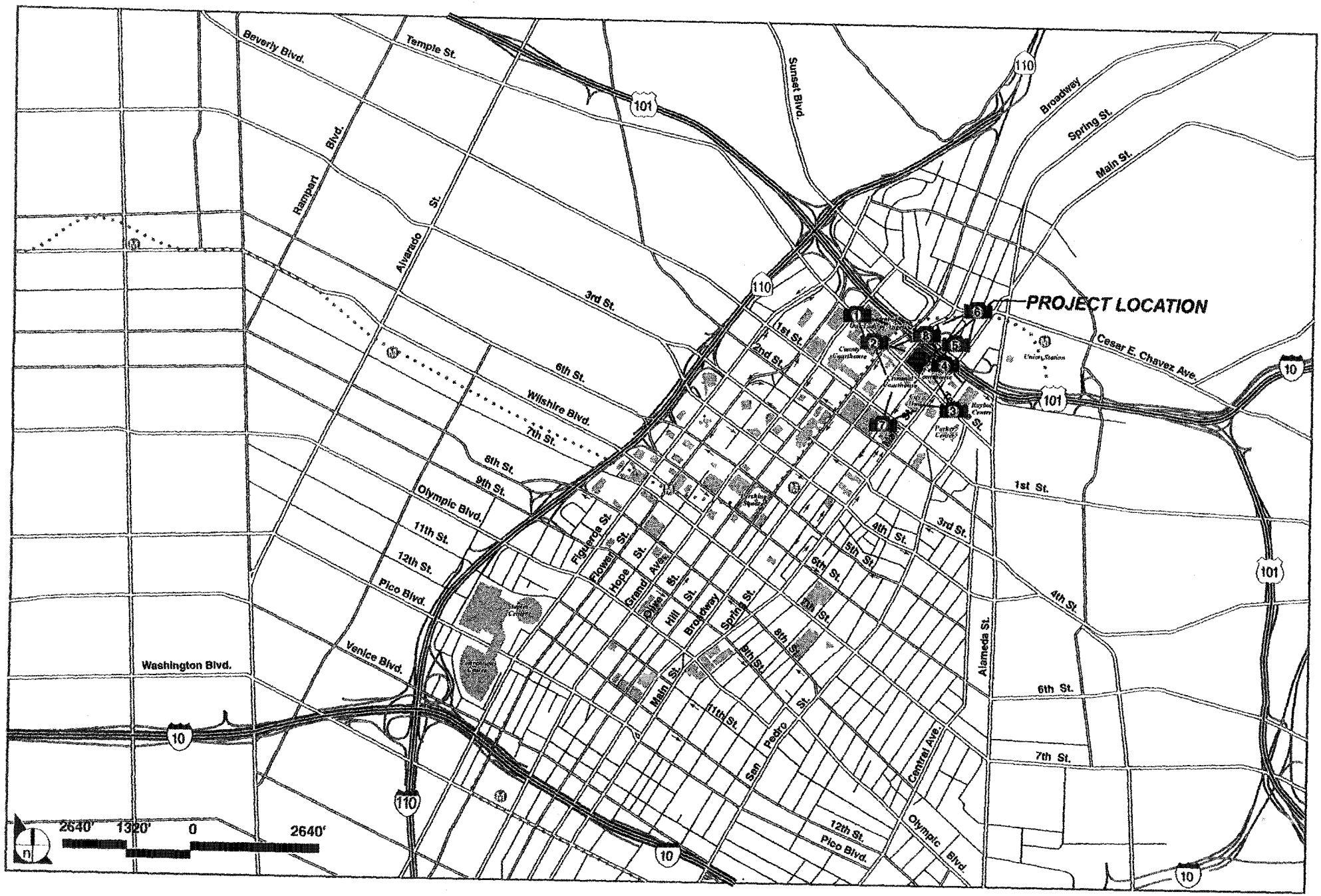


EXHIBIT **4.5-1**

Photograph Location Sites

600-01-03/03

EXHIBIT **4.5-2**

Photograph No. 1–View Looking East down Temple Street

EXHIBIT **4.5-3**

Photograph No. 2–View Looking East from Southeast Corner of Temple Street and Hill Street Intersection

EXHIBIT **4.5-4**

Photograph No. 3–View Looking West down Temple Street

EXHIBIT **4.5-5**

Photograph No. 4–View Looking West from Aliso Street and Spring Street Intersection

EXHIBIT **4.5-6**

Photograph No. 5–View Looking Southwest from Spring Street and Arcadia Street Intersection

Figure 4.5-7, Photograph No. 6, presents a view looking south, down Spring Street, and near Chinatown at the Hall of Justice building, which is located in the middle ground. Directly behind and visible over the top of the Hall of Justice building is the County Criminal Courts building. Towards the left of the Hall of Justice building is the Los Angeles City Hall.

Figure 4.5-8, Photograph No. 7, presents a view looking north, down Spring Street from 1st Street. In the foreground on the right side of Spring Street is the Los Angeles City Hall, and the Federal Courthouse is located directly behind in the foreground. On the left side of Spring Street are a grassy area in foreground, and the County Criminal Courts building in the background.

Figure 4.5-9, Photograph No. 8, presents a view looking south, down North Broadway from Aliso Street. The County of Los Angeles Central Heating and Refrigeration Plant is located on the right side of North Broadway in the foreground, and County Offices directly behind in the background. On the left side of North Broadway is the existing surface parking area on the project site, and Hall of Justice building is in the middle ground. The County Criminal Courts building can be seen in the background.

Urban Design Plans

The *Los Angeles Civic Center Shared Facilities and Enhancement Plan* (approved by the Civic Center Authority on June 10, 1997) encompasses the Hall of Justice site. The Hall of Justice site is located within the "10-minute diamond" (walk) relative to the Los Angeles City Hall, the organizing element of the Plan.

4.5.2 THRESHOLDS OF SIGNIFICANCE

The County of Los Angeles Initial Study (**Appendix 1.0**) suggests that a project would result in a significant impact to the visual quality of the environment if it would meet any of the following criteria:

(a) The project site would be substantially visible from or would obstruct views along a scenic highway (as shown on the Scenic Highway Element), *or* the project site located within a scenic corridor, *or* the project would otherwise impact the viewshed.

(b) The project site would be substantially visible from or would obstruct views from a regional riding or hiking trail.

(c) The project would result in substantial grading or landform alteration of an undeveloped or undisturbed area which contains unique aesthetic features.

(d) The proposed uses would be out-of-character in comparison to adjacent uses because of height, bulk, or other features.

(e) The project is likely to substantially obstruct unique views from surrounding residential uses.

(f) The project is likely to create substantial sun shadow, light or glare problems.

According to the Initial Study, the Hall of Justice is not visible from a scenic highway or corridor; is not in proximity to a regional riding or hiking trail; is within an urbanized area and contains no unique aesthetic feature that would be disturbed due to earth moving activities; would not obstruct unique views from surrounding residential uses; and would not alter the height or scale of the existing Hall of Justice building, though it would include the development of the new parking garage with 3.5 levels above the existing grade. It would not result in the casting of significant shadows. As a result, the following impact analysis will only evaluate the project's potential impacts to visual resources relative to criteria (d) and (f) above as it relates to light and glare.

4.5.3 POTENTIAL IMPACTS OF ALTERNATIVES

Alternative 1 – No Project Alternative

Under Alternative 1, the Hall of Justice would remain vacant and unsafe for occupancy and would continue to deteriorate physically. Implementation of this alternative, thus, could result in a long-term reduction in the visual quality of the Civic Center area.

Alternative 2 – Repair and Reuse Alternative (Proposed Alternative)

Construction

Overall, the construction period is anticipated to last approximately 30 months. Development of the project would require the demolition/dismantling and removal of the existing asphalt surface parking areas, the digging of subterranean parking garage levels, and the cleaning and rehabilitation of the Hall of Justice building. During this time, equipment such as heavy trucks, and stockpiled cut material may be visible and/or obstruct views of surrounding land uses. This would result in a short-term impact on views from adjacent office uses. The short-term visual effects of grading and construction operations would be unavoidable, since little can be done to improve the aesthetics of a construction area. Short-term visual impacts are considered to be adverse, but less than significant, since the impacts would be temporary. Lighting for construction purposes, if necessary, would be limited to low level lighting for safety and security purposes. Overall, this lighting would be directed towards the ground and shielded, so it is not anticipated to result in significant impacts.

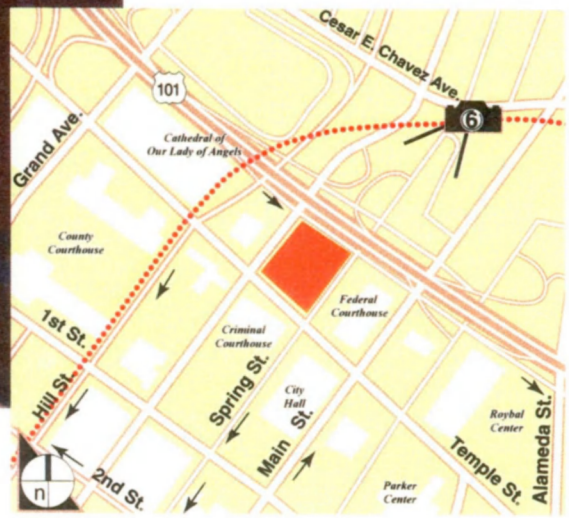


EXHIBIT **4.5-7**

Photograph No. 6–View Looking South down Spring Street near Chinatown

EXHIBIT **4.5-8**

Photograph No. 7–View Looking North down Spring Street from 1st Street

EXHIBIT **4.5-9**

Photograph No. 8–View Looking North down North Broadway from Aliso Street

Operational

Parking Structure Massing and Design

Construction of a new 1000-space parking structure is proposed as part of Alternative 2. **Figure 4.5-10, Photo Simulation of New Parking Garage,** illustrates a rendering of the new parking garage from the intersection of Spring Street and Arcadia Street. The structure would be located on the northern side of the Hall of Justice site, along Aliso Street, significantly screened from the Temple Street view by the Hall of Justice building, and it would replace the existing surface parking lot. The new parking structure would be visible from the Federal Courthouse and upper floors of the City Hall, as well as to motorists on Spring Street, Aliso Street, and North Broadway. The parking structure is planned to include up to 4.5 levels below grade and up to 4.5 levels above grade. This structure would be designed with an exterior skin that is compatible with the surface texture, color and architectural features of the Hall of Justice building. The aboveground height of this proposed structure is to match the 4th floor-line of the Hall of Justice building, where a significant architectural bullnose feature occurs on the Hall of Justice exterior. Overall, the development of the parking structure would provide for in-fill development and would be designed to be compatible with the existing Hall of Justice structure, thus, resulting in less than significant impacts.

Landscaping

In general, the landscape concept is intended to create a distinct landscape character for the entire site while providing a visual cohesiveness, with the surrounding Civic Center area, throughout the streetscapes and internal areas. Plant species and groupings may vary from area to area, but would remain compatible throughout the entire length of the individual streets.

Street trees in the right-of-way of the project site include 7 ficus trees and 1 Japanese zelkova tree along Temple Street; 7 magnolia trees and 4 olive trees along North Broadway; 3 Japanese maple trees along Aliso Street; and 11 Japanese maple trees along Spring Street. The ficus trees and Japanese zelkova tree along Temple Street would be removed due to the root systems causing damage to the sidewalk, curbs, and gutters, and in some instances the location of the trees are planted too close to the building. Both these issues pose a safety problem to persons utilizing the building. New street trees that are compatible with the City urban environment would be provided along Temple Street.

The 7 magnolia trees along North Broadway would be retained. The 4 olive trees along North Broadway would be removed and replaced with new magnolias. In order to compliment the existing magnolias, the new trees to be planted would be of the same species and would be box specimens of equal size.

The 3 Japanese maple trees along Aliso Street would be relocated to Spring Street to compliment the existing row of Japanese maples. Aliso Street would receive new landscaping that is compatible with the parking structure and City urban environment.

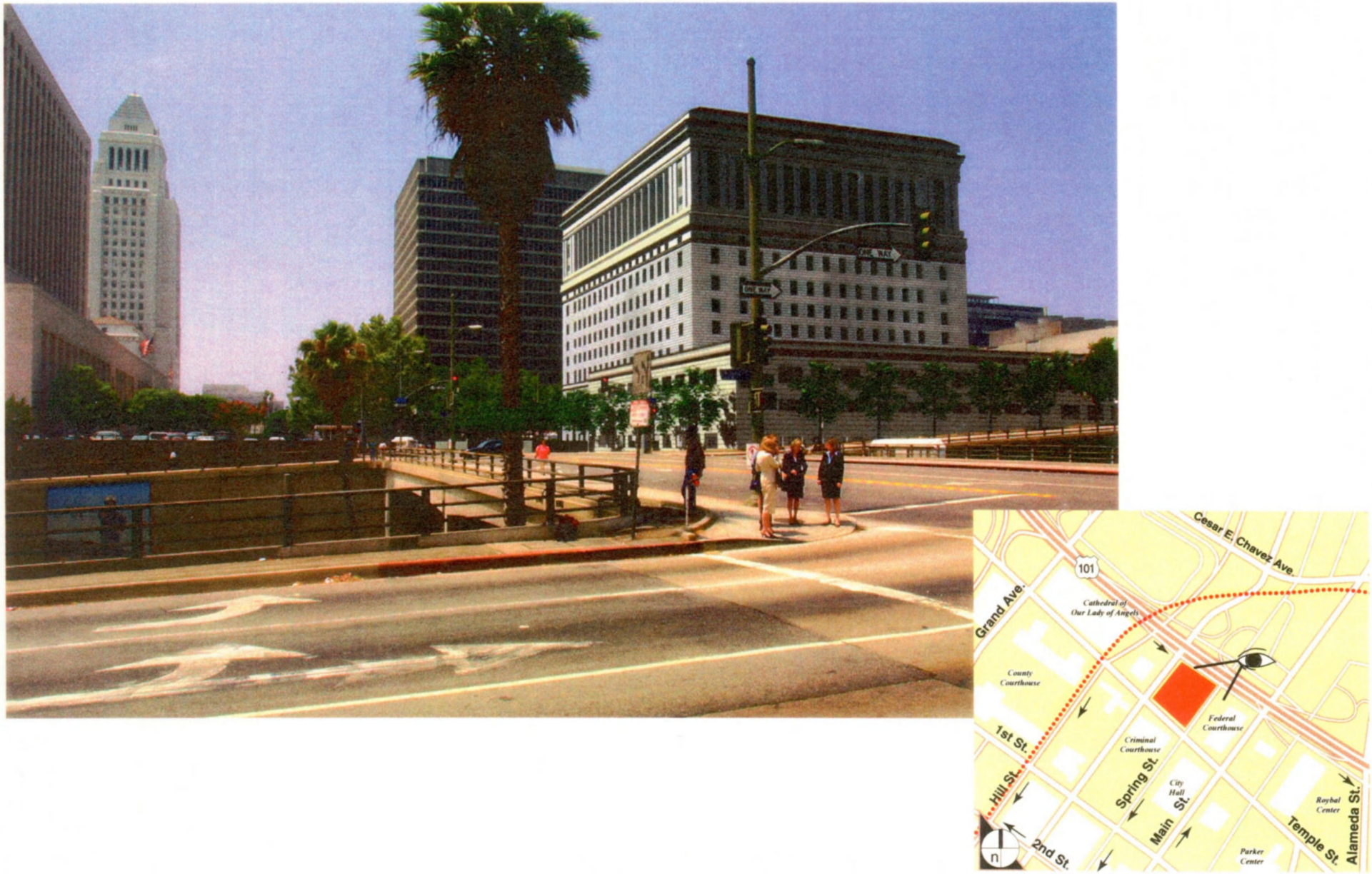
Of the 11 Japanese maple trees along Spring Street, 8 would be retained. The 3 trees to be removed are in conflict with the ramp and stairs leading into the new main entrance to the building. Landscaping in the area of the new main building entrance and pedestrian plaza on Spring Street would include various plant species including trees, hedges, lawns, and ground cover plant material. The addition of this landscaping would enhance the project site and surrounding Civic Center area.

Light and Glare

Artificial light may be generated from point sources, focused points of origin representing unshielded light sources, as well as from indirectly illuminated sources of reflected light. The effects of modifications of nighttime light conditions are contextual and depend upon the existing lighting environment, light intensity, and proximity to light sources. Lighting impacts may include: visual prominence, decrease of available views, alterations to the nature of a community or neighborhood character, or illumination of a sensitive land use.

Under this alternative, strategically placed lighting would be provided to highlight architectural elements and building signage. In addition, security and safety lighting would be provided as necessary, and would be limited to building walkway and parking areas. These light sources would be oriented towards the ground and shielded or screened. This would prevent illumination from both spreading into the surrounding areas (which are not considered light sensitive), and interfering with vehicle traffic on surrounding roadways. Consequently, this alternative would not create unusual lighting impacts resulting in less than significant impacts.

The repair of the Hall of Justice building and new parking garage would not include reflective exterior materials, window glass, or architectural materials, which could create glare. Consequently, glare impacts are considered to be less than significant.



SOURCE: Clark Construction, March 2003.

EXHIBIT **4.5-10**

Photograph No. 9–Photo Simulation of New Parking Garage from Spring Street and Arcadia Street Intersection Looking South

Alternative 3 – Adaptive Reuse of the Existing Building to Secretary of Interior Standards

Construction

Implementation of this alternative would result in the same construction-related impacts as described under Alternative 2. Impacts are considered to be less than significant.

Operational

Implementation of this alternative would result in same operations-related impacts as described under Alternative 2. Impacts are considered to be less than significant.

4.5.4 MITIGATION MEASURES (ALTERNATIVES 2 AND 3)

No mitigation measures are required for either Alternative 2 or 3.

4.5.5 ADVERSE IMPACTS AFTER MITIGATION (ALTERNATIVES 2 AND 3)

Impacts under either Alternative 2 or 3 would be less than significant.

4.6 AIR QUALITY

This section of the EA/EIR presents the results of an analysis of existing conditions, as well as forecasted air quality conditions following completion of the project. It is based on information from the project traffic study prepared by Crain & Associates. A complete copy of the air quality modeling data and traffic analysis prepared for this project by Crain & Associates (April 2003) is contained within **Appendix 4.6** and **4.2** of this EA/EIR, respectively.

4.6.1 AFFECTED ENVIRONMENT

Climate and Meteorology

Regional Air Quality

The Southern California area has been divided into a number of geographical air basins for the purposes of air quality planning. The project site is located within the South Coast Air Basin (Basin), which includes all of Orange County and the non-desert portions of Los Angeles, San Bernardino, and Riverside Counties. Named because its geographical formation is that of a basin, with the surrounding mountains containing the air and its pollutants in the valleys and basins below, the Basin is affected by the pollutants generated by dense population centers, heavy vehicular traffic, and industry.

The air pollutants within the Basin are primarily generated by two categories of sources: stationary and mobile. Stationary sources are known as "point sources" which have one or more emission sources at a single facility, or "area sources" which are widely distributed and produce many small emissions. Point sources are usually associated with manufacturing and industrial uses and include sources such as refinery boilers or combustion equipment that produce electricity or process heat. Examples of area sources include residential water heaters, painting operations, lawn mowers, agricultural fields, landfills, and consumer products, such as barbecue lighter fluid or hair spray. "Mobile sources" refer to operational and evaporative emissions from motor vehicles. Mobile sources account for over 95 percent of the carbon monoxide (CO) emissions, approximately two-thirds of the oxides of sulfur (SO_X) emissions, three-quarters of the oxides of nitrogen (NO_X) emissions, and one-half of the volatile organic compounds (VOC) found within the Basin.[1] Smog is formed when VOC, NO_X, and SO_X undergo photochemical reactions in sunlight to form ozone (O_3).

---

1 South Coast Air Quality Management District, CEQA *Air Quality Handbook* (Diamond Bar, California: South Coast Air Quality Management District, November 1993), p. 3-5.

The criteria pollutants for which federal and state standards have been promulgated and that are most relevant to air quality planning and regulation in the Basin are ozone, carbon monoxide, fine suspended particulate matter, sulfur dioxide, and lead. Each of these is briefly described below.

- Carbon Monoxide (CO) is a colorless, odorless gas produced by the incomplete combustion of fuels. CO concentrations tend to be the highest during the winter morning, with little to no wind, when surface-based inversions trap the pollutant at ground levels. Because CO is emitted directly from internal combustion engines, unlike ozone, and motor vehicles operating at slow speeds are the primary source of CO in the Basin, the highest ambient CO concentrations are generally found near congested transportation corridors and intersections.

- Nitrogen Dioxide (NO_2). NO_2 is a byproduct of fuel combustion. The principle form of NO_2 produced by combustion is nitric oxide (NO), but NO reacts quickly to form NO_2, creating the mixture of NO and NO_2 commonly called NO_x. NO_x acts as an acute irritant and, in equal concentrations, is more injurious than NO. At atmospheric concentrations, however, NO_x is only potentially irritating. NO_x absorbs blue light; the result of which is a brownish-red cast to the atmosphere and reduced visibility. NO_x also contributes to the formation of PM_{10}.

- Volatile Organic Compounds (VOCs). VOCs are compounds comprised primarily of atoms of hydrogen and carbon. Internal combustion associated with motor vehicle usage is the major source of hydrocarbons. Adverse effects on human health are not caused directly by VOCs, but rather by reactions of VOCs to form secondary air pollutants, including ozone.

- Ozone is a gas that is formed when volatile organic compounds (VOCs) (also known as Reactive Organic Gases (ROGs)) and nitrogen oxides (NO_x), both byproducts of internal combustion engine exhaust, undergo slow photochemical reactions in the presence of sunlight. Ozone concentrations are generally highest during the summer months when direct sunlight, light wind, and warm temperature conditions are favorable to the formation of this pollutant.

- Fine Suspended Particulate Matter (PM_{10}) consists of extremely small, suspended particles or droplets 10 microns or smaller in diameter. Some sources of PM_{10}, like pollen and windstorms, are naturally occurring. However, in populated areas, most PM_{10} is caused by road dust, diesel soot, combustion products, abrasion of tires and brakes, and construction activities.

- Sulfur dioxide (SO_2) is a colorless, extremely irritating gas or liquid. It enters the atmosphere as a pollutant mainly as a result of burning high sulfur-content fuel oils and coal and from chemical processes occurring at chemical plants and refineries. When sulfur dioxide oxidizes in the atmosphere, it forms sulfates (SO_4). Together, these pollutants are referred to as sulfur oxides (SO_x).

Existing Air Quality

Local Air Quality

The proposed project site is located in the Los Angeles downtown Civic Center area. The predominant sources of air pollutant emissions in the area surrounding the project are mobile sources (e.g., automobile and air traffic). Traffic traveling on the 101 Freeway (Hollywood Freeway) and adjacent roadways contribute the major portion of mobile source air emissions. Area sources, including heating and cooling units, also contribute to local air emissions.

Ambient air quality in the area surrounding the proposed project site is measured at the nearest SCAQMD pollutant monitoring station, which is Station 087, or otherwise identified as the Central Los Angeles Station, located in downtown Los Angeles. **Table 4.6-1, Ambient Pollutant Concentrations Registered at Central Los Angeles Station,** lists the air quality data from 2000 to 2003. .

Table 4.6-1
Ambient Pollutant Concentrations Registered at the Central Los Angeles Station

Pollutant	Standards [1,2]	Year 2000	2001	2002	2003
OZONE (O_3)					
Maximum 1-hour concentration monitored (ppm)		0.14	0.11	0.12	0.15
Number of days exceeding Federal standard	>0.12 ppm	1	0	0	1
Number of days exceeding State standard	>0.09 ppm	8	8	8	11
CARBON MONOXIDE (CO)					
Maximum 1-hour concentration monitored (ppm)		7	6	5	6
Number of days exceeding Federal 1-hour standard	>35.0 ppm	0	0	0	0
Number of days exceeding State 1-hour standard	>20.0 ppm	0	0	0	0
Maximum 8-hour concentration monitored (ppm)		6.0	4.6	4.0	4.6
Number of days exceeding Federal 8-hour standard	≥9.5 ppm	0	0	0	0
Number of days exceeding State 8-hour standard	≥9.1 ppm	0	0	0	0
NITROGEN DIOXIDE (NO_2)					
Maximum 1-hour concentration monitored (ppm)		0.16	0.14	0.14	0.16
Number of days exceeding 1-hour State standard	>0.25 ppm	0	0	0	0
SULFUR DIOXIDE (SO_2)					
Maximum 1-hour concentration monitored (ppm)		0.08	0.03	0.02	0.06
Maximum 24-hour concentration monitored (ppm)		0.01	0.01	0.02	0.01
Annual Average compared to Federal standard	>0.03 ppm	<0.001	<0.001	<0.001	<0.001
Number of days exceeding State standard	>0.25 ppm	0	0	0	0
SUSPENDED PARTICULATE MATTER (PM_{10})					
Maximum 24-hour PM_{10} concentration ($\mu g/m^3$)		80	97	65	81
Percent of samples exceeding Federal standard	>150 $\mu g/m^3$	0	0	0	0
Percent of samples exceeding State standard	>50 $\mu g/m^3$	15	20	8	5

[1] *Parts by volume per million of air (ppm), micrograms per cubic meter of air ($\mu g/m^3$), or annual arithmetic mean (aam).*
[2] *Pollutants shown are those for which the South Coast Air Basin has been designated as a federal non-attainment area.*
Sources: South Coast Air Quality Management District, February 2004.

Local Vicinity Emissions

The project vicinity is characterized as an urban environment with extensive government, office and commercial uses. Primary emission sources in the vicinity include vehicular emissions and stationary sources such as heating and cooling units.

As previously stated, traffic-congested roadways and intersections have the potential to generate localized high levels of CO. Localized areas where ambient concentrations of CO exceed state and/or federal standards are termed CO "hotspots". To quantify these localized CO concentrations, the SCAQMD recommends the use of CALINE4, a dispersion air quality computer model developed by the California Department of Transportation (Caltrans) for predicting CO concentrations near roadways. CALINE4 adds roadway-specific CO emissions calculated from peak traffic volumes to ambient CO air concentrations. A simplified CALINE4 model is also available for use. The simplified CALINE4 model was developed by the Bay Area AQMD and assumes worst-case conditions such as wind speeds less than one meter per second and extreme atmospheric stability. In comparison, the simplified model provides a screening of maximum, worst-case, CO concentrations.

Section 9.4 of the SCAQMD CEQA *Air Quality Handbook* identifies CO as a localized problem requiring additional analysis when a project is likely to subject sensitive receptors to CO hotspots. Sensitive receptors are populations that are more susceptible to the effects of air pollution than is the population at large. The SCAQMD identifies the following as sensitive receptors: long-term health care facilities, rehabilitation centers, convalescent centers, retirement homes, residences, schools, playgrounds, child care centers, and athletic facilities.

Based on local field visits as well as a review of a local vicinity aerial photograph, none of the roadway intersections studied in the project traffic report were intersections with sensitive receptors. All of the intersections in the project study area are adjacent to governmental, office, commercial, and utility uses which are not considered sensitive. Additionally, hotspots typically occur at traffic-congested intersections. Based on the traffic study prepared for the proposed project, none of the studied intersections currently, or under future conditions, were calculated to operate at an unacceptable level of service. Based on these results, none of the studied intersections would be considered to be a traffic-congested intersection. Therefore, as none of the studied roadway intersections are hotspots, nor are sensitive receptors located at these intersections, localized CO concentrations were not quantified.

Existing Air Pollution Sources

Existing On-Site Air Pollution Sources

The 3.2-acre site currently contains the Hall of Justice building, which has 14 above-grade floors and one basement level. The building contains nine floors of offices and courtrooms with four floors of jail facilities above the office and courtroom floors. Overall, the Hall of Justice has a gross floor area of approximately 537,585 square feet.

The Hall of Justice remained in use by the County, until the January 1994 Northridge earthquake caused extensive structural damage to the building. The building was deemed to be unsafe for occupancy following the earthquake and was vacated.

As the Hall of Justice is presently vacant, there are no stationary on-site air emission sources. Given that the vacancy of the building was required due to safety concerns, as opposed to labor layoffs, the vehicular emissions associated with the employees' trips to and from the Hall of Justice were not removed from the regional air basin, as the employees still must drive to the new employment location. However, as no workers are employed at the Hall of Justice, the building no longer generates site-specific vehicular emissions.

It should be noted that the existing parking lot on the project site is used for parking by some of the adjacent uses, namely the Federal Courthouse across Spring Street. As these trips are a result of adjacent uses and not the Hall of Justice, vehicular emissions associated with these trips are not a result of on-site uses.

Existing Off-Site Air Pollution Sources

The project site is located in a heavily urbanized area. Uses within the downtown Los Angeles Civic Center area predominately include city, county, state, and federal buildings. In the immediate vicinity of the Hall of Justice, the Federal Courthouse is located to the east across Spring Street, the Criminal Courts building to the south across Temple Street, the County of Los Angeles Central Heating and Refrigeration Plant to the west across Broadway, and the 101 Freeway is to the north, across Aliso Street. All uses in the local vicinity are representative of urban land uses, none of which include a toxic emitter.

Air Quality Management Planning

The SCAQMD and the Southern California Association of Governments (SCAG) are the agencies responsible for preparing the Air Quality Management Plan (AQMP) for the Basin. Since 1979, a number of AQMPs have been prepared. The most recent comprehensive plan fully approved by the EPA is the 2003 Air Quality Management Plan (2003 AQMP), which includes a variety of strategies and control measures. The 2003 AQMP replaces the 1997 attainment demonstration for the federal CO standard and provides for a maintenance plan for CO for future years. The 2003 AQMP also provides for a maintenance plan for the federal NO_2 standard that the Basin has met since 1992. In terms of working towards ozone attainment, the 2003 AQMP builds upon the 1997 AQMP and 1999 Amendments to the

Ozone State Implementation Plan (SIP). The PM_{10} control strategy in the 1997 AQMP has been augmented by a number of additional PM_{10} control measures.

Major changes included within the 2003 AQMP as compared to the 1997 AQMP that are relevant to this analysis include the following:

- For emissions inventory projects using 1997 as the base year, use of the CARB's EMFAC2002 vehicle emission rate model, and use of forecast assumptions from SCAG's 2001 Regional Transportation Plan (RTP);
- Changes in the control strategy for emissions which include updates of control measures from the 1997/1999 SIP as well as new control measures based on current technology; and
- Use of 1997 ozone episodes and updated modeling tools for attainment demonstration for ozone and PM_{10}.

The 2003 AQMP has adopted control measures, which incorporate: (1) the District's Stationary and Mobile Source Control Measures; (2) State Control Measures proposed by the California Air Resources Board (CARB); and (3) Transportation Control Measures provided by SCAG. Overall, there are 28 stationary and 21 mobile source measures that are defined under the 2003 AQMP. These measures seek to create emissions reductions to meet the state and federal ambient air quality standards with a multilevel partnership of governmental agencies at the federal, state, regional, and local level. These agencies (i.e., the EPA, CARB, local governments, SCAG, and SCAQMD) implement the AQMP programs. The 2003 AQMP provides an attainment-planning framework that sets specific dates by which the SCAB will achieve the federal and state air quality standards. These dates are shown in **Table 4.6-2, Projected Attainment Dates For Federal and State Air Quality Standards For the South Coast Air Basin.**

Table 4.6-2
Projected Attainment Dates for Federal and State Air Quality Standards for the South Coast Air Basin

Air Pollutant	State	Federal
Nitrogen Oxides (NO_x)	Attained	Attained
Carbon Monoxide (CO)	Attained	Attained
Ozone (O_3)	Beyond 2010	December 31, 2009
Particulate Matter (PM_{10})	Beyond 2010	December 31, 2005

Source: 2003 Air Quality Management Plan.

4.6.2 THRESHOLDS OF SIGNIFICANCE

Construction Thresholds

The SCAQMD recommends that projects with construction-related emissions that exceed any of the following emissions thresholds should be considered significant:

- 75 pounds per day of ROG (VOC);
- 100 pounds per day of NO_x;
- 550 pounds per day of CO;
- 150 pounds per day of PM_{10}; and
- 150 pounds per day of SO_x.

Operational Thresholds

The SCAQMD has recommended two sets of air pollution thresholds to assist lead agencies in determining whether or not the operational phase of a project's development would be significant. These are identified in the following discussion under Primary Effects and Additional Indicators of Potential Air Quality Impacts. The SCAQMD recommends that a project's impacts be considered significant if any threshold within the two operational sub-categories is exceeded.

Primary Effects

The SCAQMD has established these thresholds, in part, based on Section 182(e) of the Federal CAA, which identifies 10 tons a year of volatile organic gases as the significance level for stationary sources of emissions in extreme non-attainment areas for ozone. As discussed earlier, ROG, NO_x, and SO_x undergo photochemical reactions in sunlight to form ozone and the Air Basin is the only extreme non-attainment area for ozone in the United States. This emission threshold has been converted to a pound per day threshold for the operational phase of a project. Thresholds for other emissions have been identified based on their levels in the Air Basin in comparison with ozone levels. Because they are converted from a CAA threshold, the SCAQMD believes that these thresholds are based on scientific and factual data. Therefore the District recommends that the following thresholds be used by lead agencies in making a determination of operation-related project significance:

- 55 pounds per day of ROG (VOC);
- 55 pounds per day of NO_x;

- 550 pounds per day of CO;
- 150 pounds per day of PM_{10}; and
- 150 pounds per day of SO_x.

Additional Indicators of Potential Air Quality Impacts

The SCAQMD recommends that projects meeting any of the following criteria also be considered to have significant air quality impacts.

- Project could interfere with the attainment of the federal or state ambient air quality standards by either violating or contributing to an existing or projected air quality violation;
- Project could result in population increases within an area which would be in excess of that projected by SCAG in the AQMP, or increase the population in an area where SCAG has not projected that growth for the project's build-out year;
- Project could generate vehicle trips that cause a CO hotspot or project could be occupied by sensitive receptors that are exposed to a CO hotspot;
- Project will have the potential to create, or be subjected to, an objectionable odor that could impact sensitive receptors;
- Project will have hazardous materials on site and could result in an accidental release of toxic air emissions or acutely hazardous materials posing a threat to public health and safety;
- Project could emit a toxic air contaminant regulated by SCAQMD rules or that is on a federal or state air toxic list;
- Project could be occupied by sensitive receptors within one-quarter mile of an existing facility that emits air toxins identified in SCAQMD Rule 1401; and/or
- Project could emit carcinogenic or toxic air contaminants that individually or cumulatively exceed the maximum individual cancer risk of one in one million.

4.6.3 POTENTIAL IMPACTS OF ALTERNATIVES

Alternative 1 – No Project Alternative

Under this alternative, the Hall of Justice building would remain vacant and would not generate construction or operational air quality emissions. Impacts under this alternative would be less than significant.

Alternative 2 – Repair and Reuse Alternative (Proposed Alternative)

Construction

Alternative 2 would include repair/restoration of the Hall of Justice by seismically retrofitting the earthquake-damaged building, while preserving and restoring the primary historic features. Alternative 2 would include the repair/restoration of the interior of the Hall of Justice building to provide 325,000 square feet of useable office space, the development of a new multi-level garage with 1,000 parking spaces on the site, landscape and hardscape improvements, architectural and security lighting, and necessary upgrades to utility systems. In addition, Alternative 2 would include the cleaning, refurbishing, and repair of the historic exterior wall materials and certain historically significant interior areas. The construction discussion associated with this alternative provides a detailed discussion of the planned construction activities then quantifies the construction air quality emissions.

Building Modifications and Improvements

There are three primary phases associated with the construction schedule for the Hall of Justice under this alternative consisting of exterior work, interior work and construction of an on-site parking structure. Each of these three construction activities is discussed in greater detail below.

Exterior

The exterior surfaces of the Hall of Justice will be cleaned with methods complying with recommendations of the Department of the Interior. Pre-washing will be utilized at areas of distinct staining. General cleaning will follow, using a restoration-type cleaner. Rinsing will be performed so as to ensure no cleaner remains on surfaces and to bring the pH back to the ambient level.

All alterations added to the exterior skin of the Hall of Justice, such as air conditioning units, security grilles, pipes and conduit, will be removed and attachment holes patched. Windows will have lead-based paint abated or encapsulated and repairs made. All window frame exteriors and other exterior metal will be painted. Masonry will be repointed, as required.

Interior

Some existing building materials would be removed, primarily from the interior of the structure. This would include the removal of both non-hazardous and hazardous materials. Prior to removal activities,

asbestos-containing materials (ACM), lead-based paint materials (LBP), polychlorinated biphenyl (PCB) materials and other potentially hazardous materials would be abated or removed in accordance with applicable local, state, and federal regulations.

Parking Structure

Grading for the parking structure area would include the removal of earth materials down to 48 feet below the existing ground surface, which is approximately the same depth as the existing basement floor level. The amount of earth materials anticipated to be exported from the Hall of Justice site would be approximately 60,000 cubic yards. The haul route to export materials would be developed in cooperation with City and County personnel, and is anticipated to run directly to the 101 Freeway. Approximately 65 truck trips per day are anticipated over a three-month period to export these materials. Grading would involve the use of standard earth moving equipment such as loaders, dozers and other related equipment. The work would be contained on site over the duration of the construction activities to prevent disruption to the surrounding land uses.

The typical hours of construction are anticipated to be from 7:00 AM to 7:00 PM Monday through Friday, except holidays.

Construction Emissions

Impact Sciences utilized the most current version of the URBEMIS air quality model (URBEMIS 2002) in order to forecast construction related air quality emissions under this alternative. Project specific construction information was utilized, where appropriate, into the URBEMIS air quality model in order to more accurately calculate the emissions associated with this alternative. The results of the air quality modeling are provided below in **Table 4.6-3, Estimated Construction Emissions**. As shown, emissions associated with three criteria pollutants, CO, PM_{10} and SO_2, would all be below the adopted threshold levels throughout the duration of construction activities. However, ROG and NO_x emissions would exceed the adopted threshold established by the SCAQMD. As a result, construction air quality impacts would be significant.

It should be noted that this is a short-term impact that would no longer remain significant once all construction activities have been completed. While this short-term impact is considered significant under CEQA, it is not considered a significant regional impact under NEPA. According to NEPA Law and Litigation Section 8:49, temporary environmental effects, are not significant effects.

Table 4.6-3
Estimated Construction Emissions

Emissions Source	Emissions in Pounds per Day				
	VOC	NO_x	CO	SO_2	PM_{10}
2004					
Demolition	16.97	289.47	92.55	3.22	66.22
Site Grading	0.00	0.00	0.00	0.00	0.00
Building Construction	0.00	0.00	0.00	0.00	0.00
Net Emission Totals:	16.22	289.47	92.55	3.22	66.22
SCAQMD Threshold:	75.0	100.0	550.0	150.0	150.0
Exceeds Threshold?	NO	YES	NO	NO	NO
2005					
Demolition	0.00	0.00	0.00	0.00	0.00
Site Grading	14.99	128.35	109.65	0.38	37.05
Building Construction	20.70	139.73	157.89	0.05	38.32
Net Emission Totals:	35.69	268.08		0.43	75.37
SCAQMD Threshold:	75.0	100.0	550.0	150.0	150.0
Exceeds Threshold?	NO	YES	NO	NO	NO
2006					
Demolition	0.00	0.00	0.00	0.00	0.00
Site Grading	0.00	0.00	0.00	0.00	0.00
Building Construction	145.23	77.68	97.28	0.00	3.72
Net Emission Totals:	145.23	77.68	97.28	0.00	3.72
SCAQMD Threshold:	75.0	100.0	550.0	150.0	150.0
Exceeds Threshold?	NO	NO	NO	NO	NO

Source: Impact Sciences, Inc., Emission calculations are provided in ***Appendix 4.6*** *Where project specific information was not available, default values incorporated into the model, and approved by the SCAQMD, were utilized.*

Operational

Operational air quality impacts are divided into two sub-categories, Primary Effects and Additional Indicators of Potential Air Quality Impacts. Each is discussed in greater detail below.

Primary Effects

As discussed earlier, the Hall of Justice currently occupies the project site. In 1994 there was approximately 537,585 gross square feet with 1,343 employees and 527 inmates on 14 above-grade floors and one basement level After renovation under Alternative 2, the Hall of Justice will be 467,743 gross square feet with 325,000 usable square feet on 12 above-grade floors and one basement level, with two of the original interior floors removed. Since the time the building was deemed unsafe, the employee

vehicle trips that otherwise would arrive at and depart from the Hall of Justice, were rerouted to other usable office space in the region. Consequently, trips associated with the original Hall of Justice tenant mix were never removed from the circulation network. As a result, the project traffic study accounted for traffic generation discounts that were applied for the previous occupancy of the building for Alternative 2. Once renovated and fully occupied, Alternative 2 would generate approximately 1,052 net new daily trips.

As was done to forecast construction emissions, Impact Sciences utilized the URBEMIS 2002 air quality computer model to forecast operational air quality emissions. Project specific information such as the project trip generation rate, the renovated square footage and the environment in which the project is located, was utilized, where appropriate, into the URBEMIS air quality model to accurately calculate emissions associated with this alternative. The results of the air quality modeling are provided below in **Table 4.6-4, Operational Emissions**. As shown, none of the five criteria pollutants would exceed the adopted SCAQMD operational thresholds under this alternative. Therefore, under this alternative, primary effects would be less than significant.

Table 4.6-4
Operational Emissions

Emissions Source	ROG	NO_x	CO	PM_{10}	SO_x
Calculated Emissions					
Vehicular Sources	15.24	12.19	133.65	9.55	0.10
Stationary Area Sources	0.24	2.12	1.43	0.01	0.00
Total Operational Emissions:	15/48	14.31	135.65	9.56	0.10
SCAQMD Threshold:	75.00	100.00	550.00	150.00	150.00
Exceeds Threshold?	NO	NO	NO	NO	NO

The URBEMIS 2002 air quality model developed by the California Air Resources Board was used to calculate mobile emissions. Where project specific information was not available, default values incorporated into the model, and approved by the SCAQMD, were utilized.

Additional Indicators of Potential Air Quality Impacts

As previously discussed, if this alternative meets any one of the following SCAQMD indicators of potential air quality impacts, project air quality impacts would be significant relative to that indicator.

- Project could interfere with the attainment of the federal or state ambient air quality standards by either violating or contributing to an existing or projected air quality violation.

Upon completion, this alternative would not generate air emissions that exceed the SCAQMD thresholds of significance. As a result, this alternative would not interfere with federal or state ambient air quality

goals, nor would it contribute to an existing or projected air quality violation. The project would not result in a significant impact relative to this criterion.

- Project could result in population increases within an area which would be in excess of that projected by SCAG in the AQMP, or increase the population in an area where SCAG has not projected that growth for the project's buildout year.

This alternative would not result in any population increases, either directly or indirectly. This alternative would not result in a significant impact relative to this criterion.

- Project could generate vehicle trips that cause a CO hotspot or project could be occupied by sensitive receptors that are exposed to a CO hotspot.

As discussed earlier in this section, intersection level of service at each of the studied intersections is at acceptable levels. Therefore, traffic volumes at the intersections are such that none would result in a carbon monoxide hotspot. Additionally, this alternative would not introduce any sensitive receptors to a hotspot. As a result, this alternative would not result in a significant air quality impact relative to this criterion.

- Project will have the potential to create, or be subjected to, an objectionable odor that could impact sensitive receptors.

Development and operation under this alternative would not produce objectionable odors that could impact on-site or nearby sensitive receptors. Operations and maintenance of the building would require various chemicals for cleaning and maintaining the building and surrounding areas within the site. However, the chemicals would be stored and used in accordance with the manufacturers' specifications as well as federal, state, and local requirements and do not represent a significant source of odors. Therefore, this alternative would not result in a significant impact relative to this criterion.

- Project will have hazardous materials on site and could result in an accidental release of toxic air emissions or acutely hazardous materials posing a threat to public health and safety;
- Project could emit a toxic air contaminant regulated by SCAQMD rules or that is on a federal or state air toxic list;
- Project could be occupied by sensitive receptors within one-quarter mile of an existing facility that emits air toxins identified in SCAQMD Rule 1401.

Operations and maintenance of the building would require various chemicals for cleaning and maintaining the building and surrounding areas within the site. Chemicals would be used in accordance with Best Management Practices (BMPs) to minimize use and waste. Additionally, all chemicals used for operational and maintenance purposes would be similar to those used for other buildings that exhibit

similar characteristics. Given that the Hall of Justice is planned for use as leaseable office space, the future use would not warrant the use or storage of hazardous chemicals. Therefore, this alternative would not result in a significant impact relative to these criteria.

- Project could emit carcinogenic or toxic air contaminants that individually or cumulatively exceed the maximum individual cancer risk of one in one million.

Diesel particulate has been identified by the California Air Resources Board as a toxic air contaminant. Diesel particulate emissions related to project construction would be primarily related to heavy-duty vehicle operations and other construction equipment during the grading, earthmoving and excavation phases. The health effects of diesel particulate on residential receptors are typically assessed over a 70-year period (SCAQMD Rules 1401 and 211, and Proposition 65). Given that the construction period would occur over an approximately 2-year period and the lack of sensitive receptor in the project vicinity, diesel particulate emissions associated with heavy-duty vehicle operations would not pose a significant health risk. Impacts are considered to be less than significant.

Alternative 3 – Adaptive Reuse of Existing Building to Secretary of Interior Standards

Construction

This alternative would include rehabilitation of the Hall of Justice per the Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings. In other words, all historic features and elements of the building would remain entirely intact under this alternative. Alternative 3 would include the rehabilitation of the interior of the Hall of Justice building to provide approximately 325,000 square feet of useable "Class A" office space, Alternative 3 would also include development of a new multi-level garage with 1,000 parking spaces; landscape and hardscape improvements, architectural and security lighting; and necessary upgrades to utility system.

Building Modifications and Improvements

There are three primary phases associated with the construction schedule for the Hall of Justice under this alternative including exterior work, interior work, as well as construction of an on-site parking structure.

Exterior

Exterior construction and cleaning activities under this alternative would be the same as described under Alternative 2.

Interior

Some existing building materials would be removed, primarily from the interior of the structure. This would include the removal of both non-hazardous and hazardous materials Prior to the removal activities, all asbestos-containing materials (ACM), lead-based paint (LBP), polychlorinated biphenyl (PCB) materials and other potentially hazardous materials would be abated or removed in accordance with applicable local, state, and federal regulations.

Parking Structure

Parking structure construction under this alternative would be the same as described for Alternative 2.

Construction Emissions

Construction emissions associated with this alternative would be the same as described under Alternative 2 on a daily basis but would be less on an overall basis. This is due to the shorter construction schedule associated with this alternative. Nonetheless, the amount of construction emissions associated with this alternative would remain significant with respect to ROG and NO_x emissions.

It should be noted that this is a short-term impact that would no longer remain significant once all construction activities have been completed. While this short-term impact is considered significant under CEQA, it is not considered a significant regional impact under NEPA. According to NEPA Law and Litigation Section 8:49, temporary environmental effects, including disruption due to construction activities, are not significant effects.

Operational

Primary Effects

As discussed earlier, the Hall of Justice currently occupies the project site. In 1994 there was approximately 537,585 gross square feet with 1,343 employees and 527 inmates on 14 above-grade floors

and one basement level. After renovation under Alternative 3, the Hall of Justice will be 537,585 gross square feet with approximately 199,132 usable square feet on 14 above-grade floors and one basement level. Under Alternative 3, the Hall of Justice would be occupied with approximately the same amount of full-time employees (1,350), as under the 1994 conditions. Because Alternative 3 would be occupied with the same amount of employees this alternative would not result in a net increase in daily traffic. As this alternative would not result in a net increase in vehicle trips, air quality emissions associated with this alternative would be negligible. It should be noted that, as stated earlier, the vehicular air quality emissions associated with the 1,350 employees already exists in the region and to quantify those emissions as a result of this alternative would be double counting. Therefore, under this alternative, primary effects would be less than significant.

Additional Indicators of Potential Air Quality Impacts

As previously discussed, if this alternative meets any one of the following SCAQMD indicators of potential air quality impacts, project air quality impacts would be significant relative to that indicator.

- Project could interfere with the attainment of the federal or state ambient air quality standards by either violating or contributing to an existing or projected air quality violation.

Upon completion, this alternative would not generate air emissions that exceed the SCAQMD thresholds of significance. As a result, this alternative would not interfere with federal or state ambient air quality goals, nor would it contribute to an existing or projected air quality violation. The project would not result in a significant impact relative to this criterion.

- Project could result in population increases within an area which would be in excess of that projected by SCAG in the AQMP, or increase the population in an area where SCAG has not projected that growth for the project's buildout year.

This alternative would not result in any population increases, either directly or indirectly. This alternative would not result in a significant impact relative to this criterion.

- Project could generate vehicle trips that cause a CO hotspot or project could be occupied by sensitive receptors that are exposed to a CO hotspot.

As discussed earlier in this section, intersection level of service at each of the studied intersections is at acceptable levels. Therefore, traffic volumes at the intersections are such that none would result in a carbon monoxide hotspot. Additionally, this alternative would not introduce any sensitive receptors to a

hotspot. As a result, this alternative would not result in a significant air quality impact relative to this criterion.

- Project will have the potential to create, or be subjected to, an objectionable odor that could impact sensitive receptors.

Development and operation under this alternative would not produce objectionable odors that could impact on-site or nearby sensitive receptors. Operations and maintenance of the building would require various chemicals for cleaning and maintaining the building and surrounding areas within the site. However, the chemicals would be stored and used in accordance with the manufacturers' specifications as well as federal, state, and local requirements and do not represent a significant source of odors. Therefore, this alternative would not result in a significant impact relative to this criterion.

- Project will have hazardous materials on site and could result in an accidental release of toxic air emissions or acutely hazardous materials posing a threat to public health and safety;
- Project could emit a toxic air contaminant regulated by SCAQMD rules or that is on a federal or state air toxic list;
- Project could be occupied by sensitive receptors within one-quarter mile of an existing facility that emits air toxins identified in SCAQMD Rule 1401.

Operations and maintenance of the building would require various chemicals for cleaning and maintaining the building and surrounding areas within the site. Chemicals would be used in accordance with Best Management Practices (BMPs) to minimize use and waste. Additionally, all chemicals used for operational and maintenance purposes would be similar to those used for other buildings that exhibit similar characteristics. Given that the Hall of Justice is planned for use as leaseable office space, the future use would not warrant the use or storage of hazardous chemicals. Therefore, this alternative would not result in a significant impact relative to these criteria.

- Project could emit carcinogenic or toxic air contaminants that individually or cumulatively exceed the maximum individual cancer risk of one in one million.

Diesel particulate has been identified by the California Air Resources Board as a toxic air contaminant. Diesel particulate emissions related to project construction would be primarily related to heavy-duty vehicle operations and other construction equipment during the grading, earthmoving and excavation phases. The health effects of diesel particulate on residential receptors are typically assessed over a 70-year period (SCAQMD Rules 1401 and 211, and Proposition 65). Given that the construction period would occur over an approximately 2-year period and the lack of sensitive receptor in the project vicinity,

diesel particulate emissions associated with heavy-duty vehicle operations would not pose a significant health risk. Impacts are considered to be less than significant.

4.6.4 MITIGATION MEASURES (ALTERNATIVES 2 AND 3)

In order to ensure that construction emissions are reduce to the greatest extent feasible, the following measures are required for both Alternative 2 and 3:

AQ-1 The project will implement dust control measures consistent with SCAQMD Rule 403 - Fugitive Dust during the construction phases of new project development. The following actions are currently recommended to implement Rule 403 and have been quantified by the SCAQMD as being able to reduce dust generation between 30 and 85 percent depending on the source of the dust generation:

- Apply water and/or approved nontoxic chemical soil stabilizers according to manufacturer's specification to all inactive construction areas (previously graded areas that have been inactive for 10 or more days).

- Replace ground cover in disturbed areas as quickly as possible.

- Enclose, cover, water twice daily, or apply approved chemical soil binders to exposed piles with 5 percent or greater silt content.

- Water active grading sites at least twice daily during construction activities.

- Suspend all excavating and grading operations when wind speeds (as instantaneous gusts) exceed 25 miles per hour over a 30-minute period.

- All trucks hauling dirt, sand, soil, or other loose materials are to be covered or should maintain at least 2 feet of freeboard (i.e., minimum vertical distance between top of the load and the top of the trailer), in accordance with Section 23114 of the California Vehicle Code.

- Sweep streets at the end of the day if visible soil material is carried over to adjacent roads.

- Install wheel washers or gravel construction entrances where vehicles enter and exit unpaved roads onto paved roads, or wash off trucks and any equipment leaving the site each trip.

- Post and enforce traffic speed limits of 15 miles per hour or less on all unpaved roads.

AQ-2 The project contractor shall require, by contract specifications, that construction equipment engines will be maintained in good condition and in proper tune per manufacturer's specification for the duration of construction.

AQ-3 The project contractor shall require, by contract specifications, that construction operations where feasible rely on the project site's existing electricity infrastructure rather than electrical generators powered by internal combustion engines.

AQ-4 The project contractor shall require, by contract specifications, that construction-related equipment, including heavy-duty equipment, motor vehicles, and portable equipment, be turned off when not in use for more than five minutes.

AQ-5 The project contractor shall encourage contractors to utilize alternative-fuel construction equipment (i.e., compressed natural gas, liquid petroleum gas, and unleaded gasoline) and low-emission diesel construction equipment, to the extent that such equipment is reasonably available and cost effective.

4.6.5 ADVERSE IMPACTS AFTER MITIGATION (ALTERNATIVES 2 AND 3)

Emissions associated with ROG and NO_x emissions under both Alternatives 2 and 3, even after the implementation of mitigation measures, would exceed the adopted threshold established by the SCAQMD. Short-term construction air quality impacts would be unavoidably significant under CEQA. However, while this short-term impact is considered significant under CEQA regulations, it is not considered a significant regional impact under NEPA. According to NEPA Law and Litigation Section 8:49, temporary environmental effects. Long-term operational emission impacts would be less than significant.

This section of the EA/EIR presents the results of an analysis of existing conditions, as well as future noise conditions following completion of the project. These findings also reflect the project traffic study prepared by Crain & Associates. Complete copies of the acoustic analysis data and traffic analysis prepared by Crain & Associates (April 2003) is contained within **Appendix 4.7** and **4.2** of this EA/EIR, respectively.

4.7.1 AFFECTED ENVIRONMENT

Characteristics of Noise

Noise is usually defined as unwanted sound. It is an undesirable by product of human society's normal day-to-day activities. Sound becomes unwanted when it interferes with normal activities, when it causes actual physical harm, or when it has adverse effects on health. The definition of noise as unwanted sound implies that it has an adverse effect on people and their environment.

Noise is measured on a logarithmic scale of sound pressure level known as a decibel (dB). The human ear does not respond uniformly to sounds at all frequencies. People are less sensitive to very low and high frequencies than to medium frequencies that correspond with human speech. In response, the A-weighted noise level (or scale) has been developed. It corresponds better with peoples' subjective judgment of sound levels. This A-weighted sound level is called the "noise level" referenced in units of dB(A). Because noise is measured on a logarithmic scale, a doubling of sound energy results in a 3.0 dB(A) increase in noise levels. However, changes in a community noise level of less than 3.0 dB(A) are not typically noticed by the human ear. Changes from 3.0 to 5.0 dB(A) may be noticed by some individuals who are extremely sensitive to changes in noise. A 5.0 dB(A) increase is readily noticeable, while the human ear perceives a 10.0 dB(A) increase in sound level to be a doubling of sound. Common noise levels associated with certain activities are shown on **Figure 4.7-1**.

Noise sources are classified in two forms: (1) point sources, such as stationary equipment; and (2) line sources, such as a roadway with a large number of point sources (motor vehicles). Sound generated by a point source typically diminishes (attenuates) at a rate of 6.0 dB(A) for each doubling of distance from the source to the receptor at acoustically "hard" sites and 7.5 dB(A) at acoustically "soft" sites. For example, a 60.0 dB(A) noise level measured at 50 feet from a point source at an acoustically hard site would be 54.0 dB(A) at 100 feet from the source and 48.0 dB(A) at 200 feet from the source. Sound generated by a line

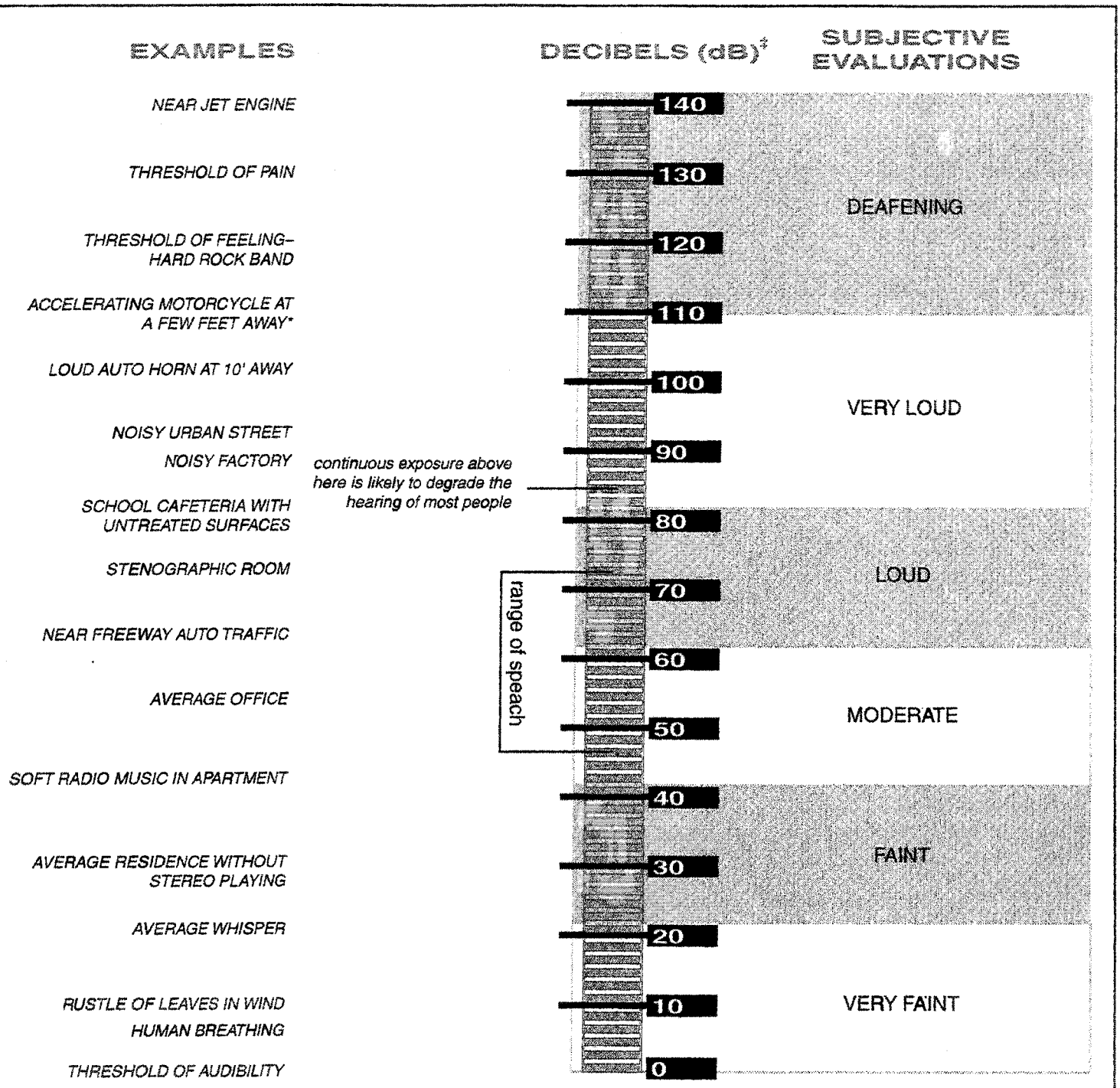
source typically attenuates at a rate of 3.0 dB(A) and 4.5 dB(A) per doubling of distance from the source to the receptor for hard and soft sites, respectively. Sound levels can also be attenuated by man-made or natural barriers, as illustrated in **Figure 4.7-2**. Solid walls, berms, or elevation differences typically reduce noise levels by 5.0 to 10.0 dB(A). The noise attenuation provided by typical structures in California is provided below in **Table 4.7-1**.

Table 4.7-1
Outside to Inside Noise Attenuation

	Noise Reduction - dB(A)	
Building Type	**Open Windows**	**Closed Windows**
Residences	12	25
Schools	12	25
Churches	20	30
Hospitals/Convalescent	17	25
Homes	17	25
Offices	20	30
Theaters	17	25
Hotels/Motels	17	25

Source: Highway Noise Fundamentals, *p. 117.*

When assessing community reaction to noise, there is an obvious need for a scale that averages varying noise exposures over time and quantifies the results in terms of a single number descriptor. Several scales have been developed which address community noise levels. Those that are applicable to this analysis are the Equivalent Noise Level (L_{eq}) and the Community Noise Equivalent Level (CNEL). L_{eq} is the average A-weighted sound level measured over a given time interval. L_{eq} can be measured over any time period, but is typically measured for 1-minute, 15-minute, 1-hour, or 24-hour periods. CNEL is another average A-weighted sound level measured over a 24-hour period and is adjusted to account for some individual's increased sensitivity to noise levels during the evening and nighttime hours. A CNEL noise measurement is obtained after adding 5.0 decibels to sound levels occurring during the evening from 7:00 PM to 10:00 PM, and 10.0 decibels to sound levels occurring during the nighttime from 10:00 PM to 7:00 AM. The 5.0 and 10.0 decibel "penalties" are applied to account for peoples' increased sensitivity during the evening and nighttime hours. For example, the logarithmic effect of these additions is that a 60.0 dB(A) 24-hour L_{eq} would result in a measurement of 66.7 dB(A) CNEL.

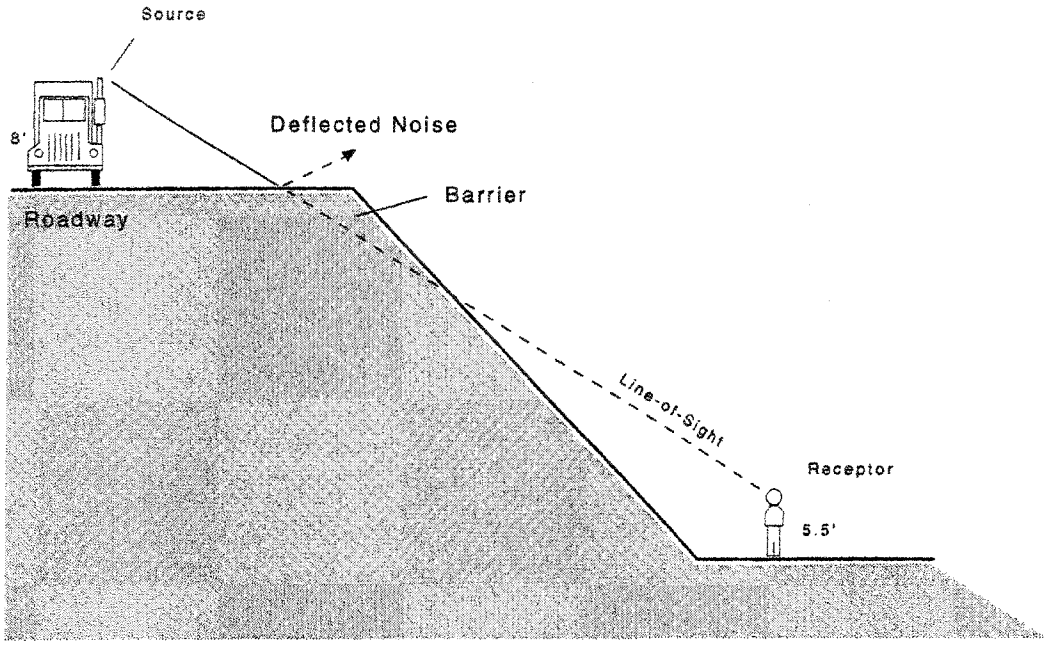


* NOTE: 50' from motorcycle equals noise at about 2000' from a four-engine jet aircraft.

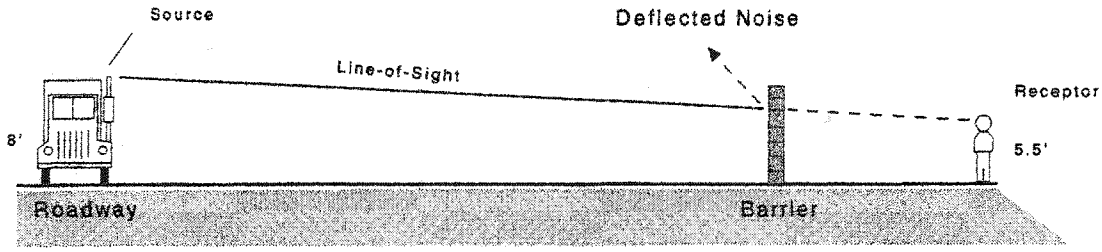
‡ NOTE: dB are "average" values as measured on the A–scale of a sound–level meter.

FIGURE **4.7-1**

Common Noise Levels



"Barrier Effect" Resulting from Differences in Elevation.



"Barrier Effect" Resulting from Typical Soundwall.

SOURCE: © Impact Sciences, September 1997.

FIGURE 4.7-2

Noise Attenuation by Barriers

600-01*04/03

Characteristics of Vibration

Vibration is a unique form of noise in that its energy is carried through structures and the earth, whereas noise is carried through the air. Thus, vibration is generally felt, rather than heard. Some vibration effects can be caused by noise; for example, the rattling of windows from truck pass-bys. This phenomenon is related to the coupling of the acoustic energy at frequencies that are close to the resonant frequency of the material being vibrated. Typically, ground-borne vibration generated by man-made activities attenuates rapidly with distance from the source of the vibration.

The peak particle velocity (PPV) or the root mean square (RMS) velocity is usually used to describe vibration amplitudes. PPV is defined as the maximum instantaneous peak of the vibration signal, while RMS is defined as the square root of the average of the squared amplitude of the signal. PPV is more appropriate for evaluating potential building damage, whereas RMS is typically more suitable for evaluating human response.

Analysis Methodology

Analysis of the existing and future noise environments presented in this EA/EIR section is based on technical reports, noise monitoring, and noise prediction modeling. Noise level monitoring was conducted by Impact Sciences, Inc. using a Brüel and Kjær Type 2237 controller Integrating Sound Level Meter, which satisfies the American National Standards Institute (ANSI) for general environmental noise measurement instrumentation. Noise modeling procedures involved the calculation of existing and future vehicular noise levels along individual roadway segments in the vicinity of the project site. This was accomplished using the Federal Highway Administration Highway Noise Prediction Model (FHWA-RD-77-108). This model calculates the average noise level at specific locations based on traffic volumes, average speeds, roadway geometry, and site conditions. Average vehicle noise rates (energy rates) utilized in the FHWA Model have been modified to reflect average vehicle noise rates identified for California by the California Department of Transportation ("Caltrans"). Caltrans data shows that California automobile noise is 0.8 to 1.0 dB(A) louder than national levels and that medium and heavy truck noise is 0.3 to 3.0 dB(A) quieter than national levels. Traffic volumes utilized as data inputs to the noise prediction model were calculated based on information provided by Crain & Associates, the project traffic engineer, and are consistent with the analysis provided in **Section 4.2, Traffic/Circulation and Parking**, of this EA/EIR.

The primary concern regarding on-site noise is to determine whether on-site noise levels are compatible with proposed on-site land uses and land uses surrounding the site. In addition to evaluating on-site

noise, this section also evaluates off-site post-project noise conditions at locations along roadways that would accommodate project traffic. At these locations, noise levels were modeled both with and without the project's traffic volumes to determine whether or not project-related traffic would significantly increase noise levels at these locations.

Plans and Policies

In advance of presenting the existing and future noise environments and the thresholds of significance utilized in this document, plans and policies which pertain to the noise conditions affecting and affected by the proposed project are discussed below. These plans and policies include; (1) the State CEQA *Guidelines*, Appendix G, Significant Effects, (2) the County of Los Angeles Noise Ordinance, and (3) the State of California, Department of Health Services, Environmental Health Division *Guidelines for Noise and Land Use Compatibility*.

County of Los Angeles Noise Ordinance *(For Point and Stationary Source Noise)*

The County of Los Angeles has adopted a Noise Ordinance (No. 11743), which identifies exterior noise standards for stationary and point noise sources, specific noise restrictions, exemptions, and variances for exterior point, or stationary, noise sources. Several of these standards are applicable to the project and are discussed below.

The County Noise Ordinance states that exterior noise levels caused by stationary or point noise sources shall not exceed the levels identified below in **Table 4.7-2**, or the ambient noise level,[1] whichever is greater, when the ambient noise level is determined without the noise source operating. The Noise Ordinance also states that interior noise levels resulting from outside point or stationary sources within multi-family residential units shall not exceed 45.0 dB(A) L_{eq} between 7:00 AM and 10:00 PM, and 40.0 dB(A) L_{eq} between 10:00 PM and 7:00 AM.

1 Ambient noise level is defined as the existing background noise level at the time of measurement or prediction.

Table 4.7-2
County of Los Angeles Exterior Noise Standards for Stationary and Point Noise Sources

Noise Zone	Designated Noise Zone Land Use (Receptor Property)	Time Interval	Exterior Noise Level dB(A) L_{50} [1]
I	Noise Sensitive Area [2]	Anytime	45
II	Residential Properties	10:00 PM to 7:00 AM 7:00 AM to 10:00 PM	45 50
III	Commercial Properties	10:00 PM to 7:00 AM 7:00 AM to 10:00 PM	55 60
IV	Industrial Properties	Anytime	70

Source: County of Los Angeles Ordinance No. 11743, §12.08.390.

[1] ***Standard No. 1*** *shall be the exterior noise level, which may not be exceeded for a cumulative period of more than 30 minutes in any hour. Standard No. 1 shall be the applicable noise level; or, if the ambient L_{50} exceeds the forgoing level, then the ambient L_{50} becomes the exterior noise level for Standard No. 1.*
Standard No. 2 *shall be the exterior noise level, which may not be exceeded for a cumulative period of more than 15 minutes in any hour. Standard No. 2 shall be the applicable noise level from Standard 1 plus 5.0 dB(A); or, if the ambient L_{25} exceeds the forgoing level, then the ambient L_{25} becomes the exterior noise level for Standard No. 2.*
Standard No. 3 *shall be the exterior noise level, which may not be exceeded for a cumulative period of more than five minutes in any hour. Standard No. 3 shall be the applicable noise level from Standard 1 plus 10.0 dB(A); or, if the ambient $L_{8.3}$ exceeds the forgoing level, then the ambient $L_{8.3}$ becomes the exterior noise level for Standard No. 3.*
Standard No. 4 *shall be the exterior noise level, which may not be exceeded for a cumulative period of more than one minute in any hour. Standard No. 4 shall be the applicable noise level from Standard 1 plus 15.0 dB(A); or, if the ambient $L_{1.7}$ exceeds the forgoing level, then the ambient $L_{1.7}$ becomes the exterior noise level for Standard No. 4.*
Standard No. 4 *shall be the exterior noise level, which may not be exceeded for any period of time. Standard No. 4 shall be the applicable noise level from Standard 1 plus 20.0 dB(A); or, if the ambient L_0 exceeds the forgoing level, then the ambient L_0 becomes the exterior noise level for Standard No. 4.*

[2] *Not defined in the County* Noise Ordinance. *To be designated by the County Health Officer.*

The County Noise Ordinance identifies specific restrictions regarding construction noise. The operation of equipment used in construction, drilling, repair, alteration or demolition work is prohibited between weekday hours of 7:00 PM to 7:00 AM and anytime on Sundays or legal holidays if such noise would create a noise disturbance across a residential or commercial real-property line.[2] The Noise Ordinance further states that the contractor shall conduct construction activities in such a manner that the maximum noise levels at the affected buildings will not exceed those listed in **Table 4.7-3, County of Los Angeles Construction Equipment Noise Restrictions**. All mobile and stationary internal-combustion-powered equipment and machinery is also required to be equipped with suitable exhaust and air-intake silencers in proper working order.

2 County of Los Angeles Ordinance No. 11743, §12.08.440. Noise disturbance is not defined in the noise ordinance. The County Health Officer has the authority to define and determine the extent of a noise disturbance on a case-by-case basis.

Table 4.7-3
County of Los Angeles Construction Equipment Noise Restrictions

Residential Structures	Single Family Residential	Multi-Family Residential	Commercial[1]
Mobile Equipment: Maximum noise levels for nonscheduled, intermittent, short-term operation (less than 10 days) of mobile equipment:			
Daily, except Sundays and legal holidays, 7:00 AM to 8:00 PM	75 dB(A) L_{eq}	80 dB(A) L_{eq}	85 dB(A) L_{eq}
Daily, 8:00 PM to 7:00 AM and all day Sunday and legal holidays	60 dB(A) L_{eq}	64 dB(A) L_{eq}	70 dB(A) L_{eq}
Stationary Equipment: Maximum noise level for repetitively scheduled and relatively long-term operation (periods of 10 days or more) of stationary equipment:			
Daily, except Sundays and legal holidays, 7:00 AM to 8:00 PM	60 dB(A) L_{eq}	65 dB(A) L_{eq}	70 dB(A) L_{eq}
Daily, 8:00 PM to 7:00 AM and all day Sunday and legal holidays	50 dB(A) L_{eq}	55 dB(A) L_{eq}	60 dB(A) L_{eq}
Business Structures			
		All Structures	
Mobile Equipment: Maximum noise levels for nonscheduled, intermittent, short-term operation of mobile equipment:			
Daily, including Sunday and legal holidays, all hours		85 dB(A) L_{eq}	

Source: County of Los Angeles Ordinance No. 11743, §12.08.440.
[1] Refers to residential structures within a commercial area. This standard does not apply to commercial structures.

The County exempts all transportation vehicles (with a few exceptions) that operate in a legal manner within the public right-of-way, railway, or air space, or on private property, from the standards of the Noise Ordinance. The County has no adopted ordinance regulating individual motor vehicle noise levels. These are regulated by the state.

California Department of Health Services (For Mobile Source Noise)

The State of California, Department of Health Services, Environmental Health Division has published recommended guidelines for mobile source noise and land use compatibility. Each jurisdiction is required to consider these guidelines when developing its general plan noise element and determining the acceptable noise levels within its community. The County of Los Angeles defers to these guidelines when assessing a land use's compatibility with motor vehicle noise sources. These guidelines are illustrated in **Figure 4.7-3**. In addition, interior noise levels of 45.0 dB(A) CNEL are recommended for residential uses.

Based on these guidelines, Los Angeles County typically considers an exterior noise level of 60.0 dB(A) CNEL to be an acceptable level for single family, duplex, and mobile homes involving normal, conventional construction, without any special noise insulation requirements (normally acceptable noise levels). Exterior noise levels up to 65.0 dB(A) CNEL are typically considered acceptable for multi-family units and transient lodging without any special noise insulation requirements. Between these values and 70.0 dB(A) CNEL, exterior noise levels for both single family and multi-family units are typically considered acceptable only if the buildings are conditioned to include noise insulation features (conditionally acceptable noise levels). Conventional construction of the buildings with the inclusion of fresh air supply systems or air conditioning will normally ensure that interior noise levels are acceptable (reference **Table 4.7-1** for noise reduction provided by conventional construction techniques). An exterior noise level of 70.0 dB(A) CNEL is typically the dividing line between an acceptable and unacceptable exterior noise environment for all noise sensitive uses, including schools, libraries, churches, hospitals, day care centers, and nursing homes of conventional construction. Noise levels below 75.0 dB(A) CNEL are typically acceptable for office and commercial buildings, while levels up to 75.0 dB(A) CNEL are typically acceptable for industrial uses.

Existing Noise Environment

The project site is located in an urban environment and is exposed to a variety of noises typical of such a setting. Such noise includes heavy vehicle traffic, truck delivery traffic, parking lot and structure noise, car alarms, mechanical equipment and people. In order to characterize the ambient noise environment in the study area, both noise monitoring and noise prediction modeling was conducted. Monitoring was conducted at locations surrounding the Hall of Justice site to get a representation of on- and off-site ambient hourly noise levels. The existing ambient noise environment for roadways was determined by calculating noise levels from vehicular traffic along segments of the studied circulation network. Although no sensitive receptors are located along any of the studied roadways, the evaluated roadway segments were those that have been identified as being potentially affected by project related traffic.

Noise monitoring was conducted at selected locations surrounding the Hall of Justice during the late morning and afternoon hours (10:00 AM to 3:00 PM) of April 9, 2003. Noise readings were taken in L_{eq} 1-hour periods with "A" frequency fast-time weighting. No unique or special events, such as high-winds or construction activities, were noted during the monitoring periods. **Figure 4.7-4** illustrates the location of noise monitoring sites, while **Table 4.7-4**, provides the statistical data associated each monitoring period. As shown, noise levels ranged from a low of 72.7 to a high of 73.6 dB(A) L_{eq}. These monitored levels are typical and consistent with the urban nature of the project area.

Table 4.7-4
Existing On-Site Noise Levels –Hour L_{eq}[1]

Location	Time	L_{eq}
1	10:10 AM – 11:10 AM	73.6
2	11:30 AM – 12:30 PM	72.9
3	12:45 PM – 1:45 PM	72.7
4	2:00 PM – 3:00 PM	73.0

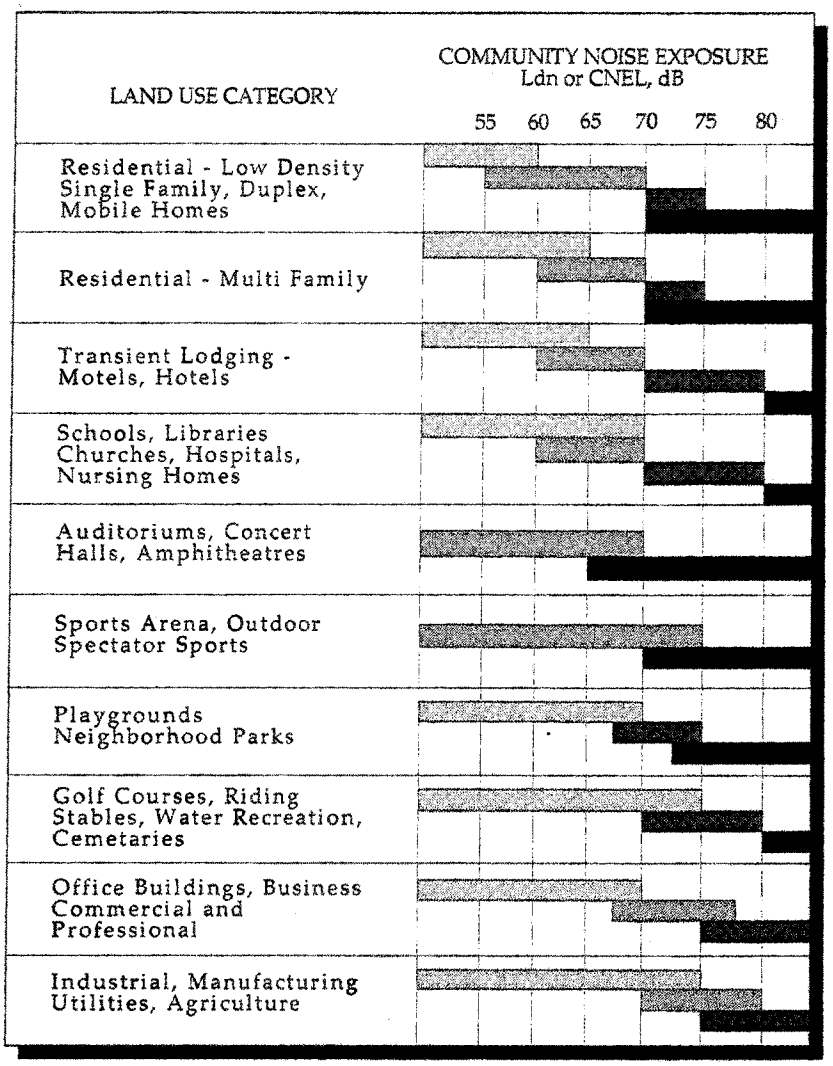
[1] *Impact Sciences, April 2003.*

The noise modeling effort was accomplished using the modified version of the Federal Highway Administration Highway Noise Prediction Model (Stamina 2.0). This model calculates the average noise level at specific locations based on traffic volumes, average speeds, roadway geometry, and site environmental conditions. Average vehicle noise rates (energy rates) utilized in the FHWA Model have been modified to reflect average vehicle noise rates identified for California by the California Department of Transportation (Caltrans). The results of the noise modeling are provided in **Table 4.7-5**. As shown, roadway noise levels range from a low of 68.7 to a high of 73.7 dB(A). These modeled results are consistent with the results of the noise monitoring.

Table 4.7-5
Existing Modeled Roadway Noise Levels

ROADWAY SEGMENT	Noise Levels in dB(A) Peak Hour L_{eq}	CNEL
North Broadway		
Northeast of 101	71.2	71.7
Between Aliso Street and Temple Street	73.1	73.7
101 Freeway		
Between Broadway Street and Los Angeles Street	72.1	72.6
Spring Street		
Northeast of 101	68.6	69.2
Between Aliso Street and Temple Street	70.5	71.0
Aliso Street		
Between Broadway Street and Spring Street	68.2	68.7
Temple Street		
Between Broadway Street and Spring Street	69.9	70.5

Source: Impact Sciences, Inc, Model results are contained in ***Appendix 4.7.***



NORMALLY ACCEPTABLE

Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.

CONDITIONALLY ACCEPTABLE

New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice.

NORMALLY UNACCEPTABLE

New construction or development should generally be discouraged. If new constuction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise reduction features included in the design.

CLEARLY UNACCEPTABLE

New construction or development should generally not be undertaken.

SOURCE: California Department of Health, Office of Noise Control, Guidelines for the Preparation and Content of Noise Elements of The General Plan, February 1976.

FIGURE **4.7-3**

Land Use Compatibility Guidelines for Noise

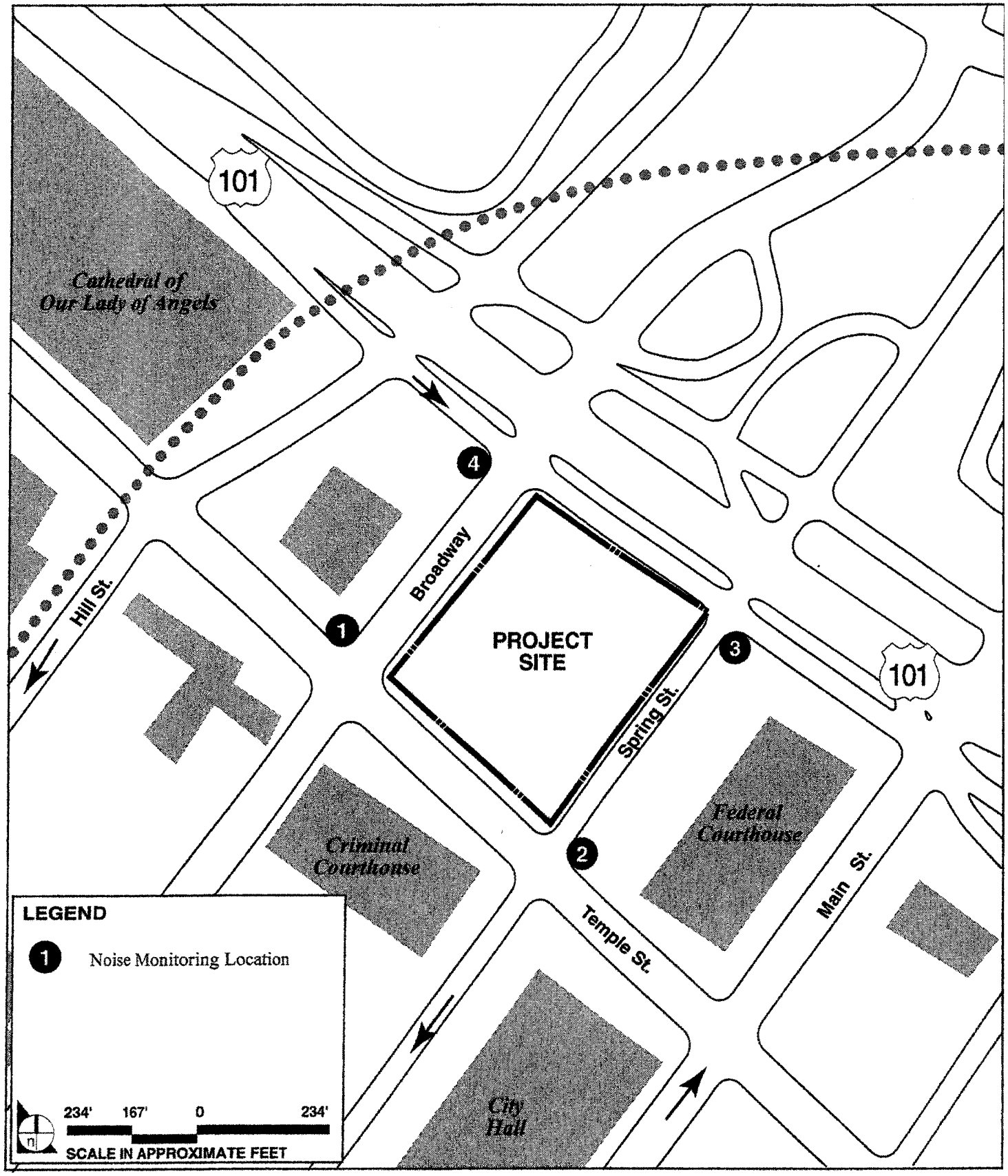


FIGURE 4.7-4

Noise Monitoring Locations

600-01•04/03

4.7.2 THRESHOLDS OF SIGNIFICANCE

Construction Thresholds

As discussed earlier, the County Noise Ordinance identifies specific restrictions regarding construction noise. The operation of equipment used in construction, drilling, repair, alteration or demolition work is prohibited between weekday hours of 7:00 PM to 7:00 AM and anytime on Saturdays and Sundays or legal holidays if such noise would create a noise disturbance across a residential or commercial real-property line.[3] The Noise Ordinance further states that the contractor shall conduct construction activities in such a manner that the maximum noise levels at the affected buildings will not exceed those listed in **Table 4.7-6**. It should be noted that since the Hall of Justice project is commercial in nature, the residential restrictions have been omitted, as they are not applicable. All mobile and stationary internal-combustion-powered equipment and machinery is also required to be equipped with suitable exhaust and air-intake silencers in proper working order.

Table 4.7-6
County of Los Angeles Construction Equipment Noise Restrictions

Business Structures	All Structures
Mobile Equipment: Maximum noise levels for nonscheduled, intermittent, short-term operation of mobile equipment:	
Daily, including Sunday and legal holidays, all hours	85 dB(A) L_{eq}

Source: County of Los Angeles Ordinance No. 11743, §12.08.440.

Based on this information, the proposed project would result in significant noise impacts from construction if:

- Construction activities would exceed 85.0 dB(A) L_{eq} during the day, including Sundays and legal holidays.

Operational Thresholds

The proposed project would result in significant on-site mobile source noise impacts if on-site exterior locations are exposed to noise levels greater than the normally acceptable *Land Use Compatibility*

[3] County of Los Angeles Ordinance No. 11743, §12.08.440. Noise disturbance is not defined in the noise ordinance. The County Health Officer has the authority to define and determine the extent of a noise disturbance on a case-by-case basis.

Guidelines utilized by the County (i.e., 60.0 dB(A) CNEL for single family, 65.0 dB(A) CNEL for multi-family, and 70.0 dB(A) CNEL for schools, parks, and commercial uses as identified in **Figure 4.7-3**). Also, if components of the proposed project were subject to point source noise levels originating on or off the project site, which are above County Noise Ordinance standards identified in **Tables 4.7-7**, a significant on-site noise impact would occur.

Table 4.7-7
County of Los Angeles Exterior Noise Standards for Stationary and Point Noise Sources

Noise Zone	Designated Noise Zone Land Use (Receptor Property)	Time Interval	Exterior Noise Level dB(A) L_{eq} [1]
III	Commercial Properties	10:00 PM to 7:00 AM	55
		7:00 AM to 10:00 PM	60

Source: County of Los Angeles Ordinance No. 11743, §12.08.390.
[1] ***Standard No. 3** shall be the exterior noise level, which may not be exceeded for a cumulative period of more than five minutes in any hour. Standard No. 3 shall be the applicable noise level from Standard 1 plus 10.0 dB(A); or, if the ambient $L_{8.3}$ exceeds the forgoing level, then the ambient $L_{8.3}$ becomes the exterior noise level for Standard No. 3.*

The significance of off-site noise impacts is based on both the *Land Use Compatibility Guidelines* identified in **Figure 4.7-3**, and typical community responses to changes in noise levels. Changes in a noise level of less than 3.0 dB(A) are not typically noticed by the human ear. Changes from 3.0 to 5.0 dB(A) may be noticed by some individuals who are extremely sensitive to changes in noise. A 5.0 dB(A) increase is readily noticeable. Based on this information, significant off-site noise impacts would occur when:

1. an increase of 5.0 dB(A) or greater in noise level occurs from project-related activities if levels remain within the same land use compatibility classification (e.g., noise levels remain within the normally acceptable range); or
2. an increase of 3.0 dB(A) or greater in noise level occurs from project-related activities which results in a change in land use compatibility classification (e.g., noise levels change from normally acceptable to conditionally acceptable).

Vibration

The County of Los Angeles and City of Los Angeles do not have standards or significance threshold for determining vibration impacts. Reaction to vibration would vary from person to person. Peak velocities of 0.01 inches per second RMS are barely noticeable to persons, while velocities of 0.1 inches per second RMS are troublesome to persons. Architectural damage to structures can begin occurring when peak

velocities reach 0.4 inches per second RMS. The point at which damage can occur is utilized as the significance threshold within this EA/EIR.

4.7.3 POTENTIAL IMPACTS OF ALTERNATIVES

Alternative 1 – No Project Alternative

Under this alternative, the Hall of Justice building would remain vacant and would not result in any construction noise. Additionally, there would be no net change in ambient noise levels with regards to operational noise levels. Impacts under this alternative would be less than significant.

Alternative 2 – Repair and Reuse Alternative (Proposed Alternative)

Construction

Construction activities associated with Alternative 2 would include repairing the Hall of Justice through seismically retrofitting the building into a usable office building while preserving and restoring the primary historic features. Construction activities would be divided into three main phases: (1) exterior work, (2) interior work, as well as (3) construction of an on-site parking structure. The exterior surfaces of the Hall of Justice will be cleaned. Pre-washing would be utilized at areas of distinct staining, while general cleaning would follow, using a restoration-type cleaner. Rinsing would also occur to ensure no cleaner remains on exterior surfaces. Additionally, any alterations added to the exterior skin of the Hall of Justice, such as air conditioning units, security grilles, pipes and conduit, would be removed with any attachment holes patched. Windows would have lead-based paint abated or encapsulated with any necessary repairs made. All window frame exteriors and other exterior metal would be painted. Masonry would be repainted as required.

With regards to interior construction work, some existing building materials would be removed. This also includes two existing jail floors, as well as materials deemed unsuitable, unusable or unsafe to remain in the building.

In addition, and perhaps the most noise intensive aspect of the planned construction activities is the construction of the on-site parking structure. Grading for the parking structure area would include the removal of earth materials down to 48 feet below the existing ground surface. The amount of earth materials anticipated to be exported from the Hall of Justice site would be approximately 60,000 cubic yards. The haul route to export materials would be developed in cooperation with City and County

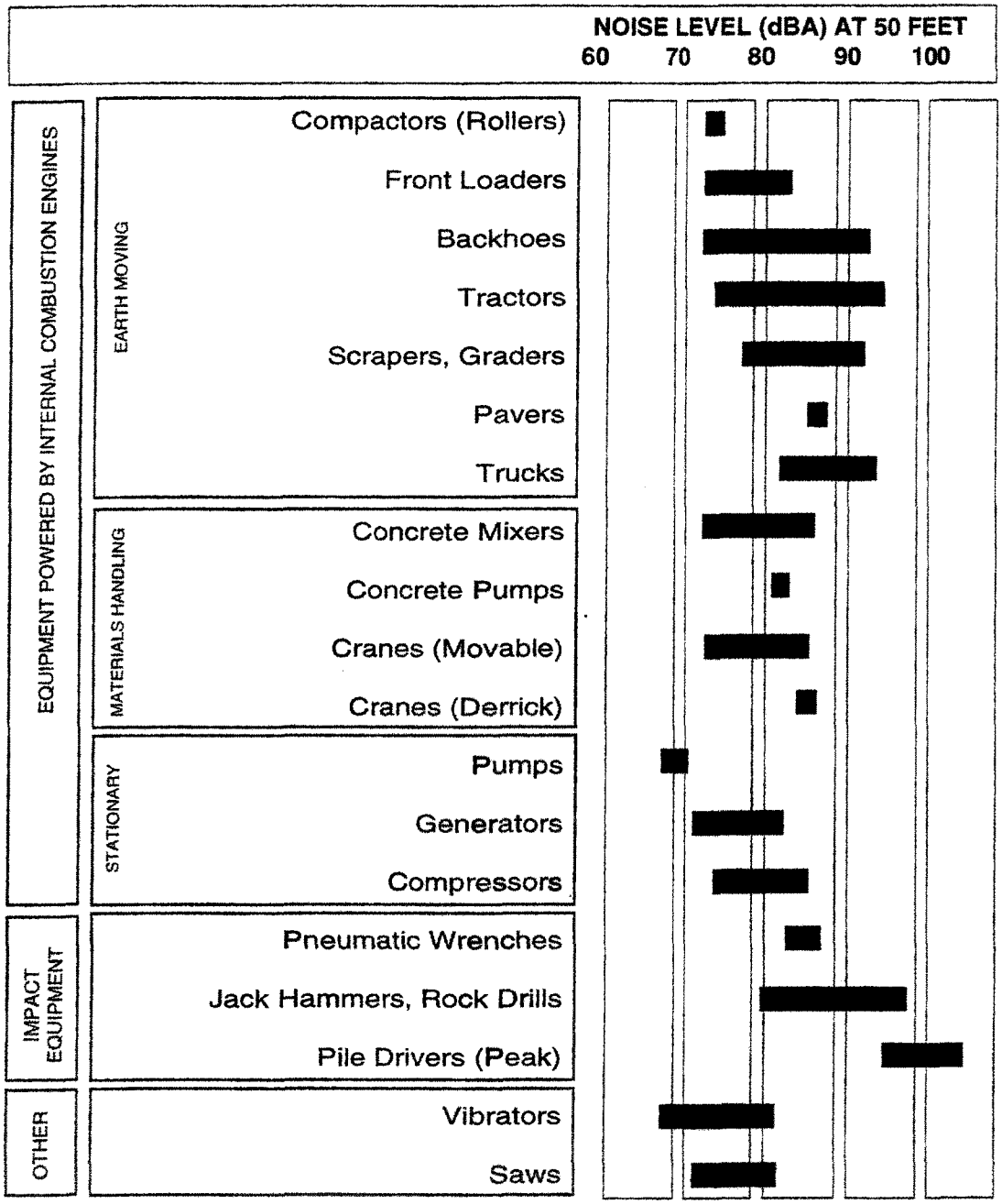
personnel, and is anticipated to run directly to the 101 Freeway. Approximately 65 truck trips per day are anticipated over a three-month period to export these materials. Grading would involve the use of standard earth moving equipment such as loaders, dozers and other related equipment. The work would be contained on site over the duration of the construction activities to prevent disruption to the surrounding land uses.

Excavation, grading, and construction activities associated with development of the proposed project would involve the use of heavy equipment such as tractors, loaders, concrete mixers, cranes, etc. Smaller equipment such as jackhammers, pneumatic tools, saws, and hammers would also be used throughout the site during the construction phase. This equipment would generate both steady state and episodic noise that would be heard both on and off the project site. Trucks would be used to deliver equipment and building materials, and to haul away waste materials.

The U.S. Environmental Protection Agency (U.S. EPA) has compiled data regarding the noise generating characteristics of specific types of construction equipment. These data are presented in **Figure 4.7-5**. As shown, noise levels generated by heavy equipment can range from approximately 68.0 dB(A) to noise levels in excess of 100.0 dB(A) when measured at 50 feet. Because loud construction equipment, such as tractors, backhoes, trucks, jackhammers, etc., would be utilized during project construction, noise levels over 95.0 dB(A) and possibly over 100.0 dB(A) are anticipated within 50 feet of operation.

As previously stated, the County of Los Angeles has designated a maximum allowable noise level of 85.0 dB(A) L_{eq} from construction activities for non-residential structures not located in a residential zone. Operations in such areas that exceed 85.0 dB(A) are not allowed by the County unless use of all feasible noise reduction devices and/or techniques cannot satisfactorily attenuate noise levels.

Construction activities associated with this alternative would occur approximately 100 feet from existing commercial uses. Employment of all feasible noise attenuation devices and techniques may be capable of reducing noise levels for stationary equipment to some degree, but trucks and other mobile equipment cannot be surrounded by noise barriers at all locations. Given these factors, periodic noise levels of 95.0 dB(A) should be anticipated at 50 feet from various types of mobile and stationary construction equipment. Noise levels would diminish with distance from the construction site at a rate of approximately 6.0 dB(A) per doubling of distance. Thus, as the nearest uses are within 100 feet of the loudest construction equipment, periodic noise levels of up to 90.0 dB(A) could occur on adjacent off-site properties. Periodic construction noise levels would be noticeable and would constitute a temporary significant noise impact at adjacent off-site commercial uses.



NOTE: Based on limited available data samples.

SOURCE: United States Environmental Protection Agency, 1971, "Noise from Construction Equipment and Operations, Building Equipment, and Home Appliances," NTID 300-1

FIGURE **4.7-5**

Noise Levels of Typical Construction Equipment

It should be noted that this is a short-term impact that would no longer remain significant once all construction activities have been completed. While this short-term impact is considered significant under CEQA, it is not considered a significant regional impact under NEPA. According to NEPA Law and Litigation §8:49, temporary environmental effects, including disruption due to construction activities, are not significant effects.

Besides equipment noise associated with construction activities, construction traffic would generate noise along access routes to the proposed development areas from the movement of equipment and workers onto the sites. The major pieces of heavy equipment would be moved onto the development once during each phase and would have an insignificant short-term effect on noise levels. In addition, daily transportation is expected to cause increases in noise levels along project roadways. However, given that this traffic would not be a substantial percentage of daily volumes in the area and would not increase levels by more than 3.0 dB(A), potential impacts are considered to be less than significant.

Vibration

Construction operations can generate varying degrees of ground vibration, depending on the construction procedures and the construction equipment. Operation of construction equipment generates vibrations, which spread through the ground and diminish in amplitude with distance from the source. The effect on buildings located in the vicinity of the construction site often varies; depending on soil type, ground strata, and receptor building construction. The results from vibration can range from no perceptible effects at the lowest vibration levels, to low rumbling sounds and perceptible vibrations at moderate levels, and slight damage at the highest levels. Ground vibrations from construction activities rarely reach the levels that can damage structures, but can achieve the audible and perceptible ranges in buildings close to the construction site. **Table 4.7-8, Vibration Levels for Construction Equipment,** which follows, lists vibration source levels for construction equipment.

Table 4.7-8
Vibration Levels for Construction Equipment

Equipment		Approximate Velocity Level at 25 ft, VdB	Approximate RMS[a] Velocity at 25 ft, Inch/Second
Pile Driver (impact)	upper range	112	0.37950
	typical	104	0.16100
Pile Driver (sonic)	upper range	105	0.18350
	typical	93	0.04250
Clam shovel drop (slurry wall)		94	0.05050
Hydromill (slurry wall)	in soil	66	0.00200
	in rock	75	0.00430
Large bulldozer		87	0.02225
Caisson drilling		87	0.02225
Loaded trucks		86	0.01900
Jackhammer		79	0.00875
Small bulldozer		58	0.00075

[a] *RMS velocity calculated from vibration level (VdB) using the reference of 1 micro-inch/second.*
Source: Federal Railroad Administration, 1998.

The primary vibration sources associated with the development of the project would include the use of bulldozers and loaded trucks. No pile drivers would be used for the project. As indicated in **Table 4.7-8**, the equipment proposed to be used on site is capable of producing RMS velocity levels at 25 feet between 0.008 to 0.05 inches per second.[4] These vibration levels are below those considered to be troublesome to people (0.1) and below the level where structural damage occurs (0.4). Vibration impacts are therefore considered to be less than significant.

Operational

Vehicular Noise

Vehicular noise can potentially to affect the project site, as well as uses located along the studied roadway system. In order to quantify the difference in roadway noise levels under the future conditions noise modeling was utilized. Specifically, forecasts were made for a future without the project and future with the project conditions. The results of these two modeling scenarios were then compared to determine the net difference roadway noise levels. This used the modified Federal Highway Administration Highway

4 Federal Railroad Administration, *High Speed Transportation Noise and Vibration Impact Assessment*, 1998.

Noise Prediction Model (Stamina 2.0), which calculates the average noise level at specific locations based on traffic volumes, average speeds, and roadway geometry. Average vehicle noise rates (energy rates) utilized in the FHWA Model have been modified to reflect average vehicle noise rates identified for California by the California Department of Transportation (Caltrans). The results of the future roadway noise modeling are provided below in **Table 4.7-9**. As shown, the largest increase in roadway noise levels when comparing the future without the project and future with project was 0.1 dB(A). As stated earlier, noise increases less than 3.0 dB(A) are not noticeable by the human ear. As a result, the vehicular noise level increase attributable to this alternative would not be noticeable. Consequently, vehicular noise impacts would be less than significant.

Table 4.7-9
Future Roadway Noise Levels

Roadway Segment	Noise Levels in dB(A)[1] Future without Project	Future with Project	Increase in Noise Levels
North Broadway			
Northeast of 101	71.80	71.82	0.02
Between Aliso Street and Temple Street	73.70	73.80	0.10
101 Freeway			
Between Broadway Street and Los Angeles Street	72.70	72.70	0.00
Spring Street			
Northeast of 101	69.20	69.30	0.10
Between Aliso Street and Temple Street	71.10	71.14	0.04
Aliso Street			
Between Broadway Street and Spring Street	68.80	68.84	0.04
Temple Street			
Between Broadway Street and Spring Street	70.60	70.63	0.03

Source: Impact Sciences, Inc., Model results are contained in ***Appendix 4.7.***
[1] *numbers may not add up due to rounding.*

Parking Structure Noise

Under this alternative, a new nine-level parking structure with up to 4.5 levels of parking above grade would be constructed adjacent to the northeast wall of the Hall of Justice building. Typical noises occurring in a parking structure would include doors shutting, engines starting, car acceleration, parking lot cleaning, and other maintenance activities. Other noises can include tire squeal noise (depending on the material used for ramps and parking surfaces), and car alarms. These noises would occur intermittently (and, in the cases of doors shutting and engines starting, for only one to several seconds).

These sounds are no different than those noises already occurring on the streets, driveways, and parking lots that exist in the downtown civic center area.

Surveys of individual noise events at parking structures indicate that doors slamming and engine start-ups generate between 60.0 and 70.0 dB(A) when referenced at 50 feet from the source. Cars passing by generate between 55.0 and 70.0 dB(A) of instantaneous noise at 50 feet. Automobile alarms, which tend to sound from a few seconds to several minutes, depending on the make, are capable of generating noise levels of 88.0 to 90.0 dB(A) referenced at 50 feet. These noise levels would also attenuate at a rate of approximately 6.0 dB(A)per doubling of distance. Additionally, this noise level attenuation rate does not account for additional attenuation from the parking structure itself. It should be noted that this noise level would only occur for a few minutes at a time when the parking garage is in use. The impact of parking structure noises on surrounding uses would be perceived differently depending on the time of day. Parking structure usage would be at its greatest between the hours of 7:00 AM and 5:00 PM. Based on the thresholds presented earlier in this section, noise levels associated with on site activities would not result in a significant impact.

Mechanical and Stationary Noise

Occasional operational noise would result from landscape, mechanical and disposal services. Noise generated by landscape maintenance equipment (lawn mowers and leaf blowers) typically range between 80.0 dB(A) and 110.0 dB(A) at 50 feet from the noise source. Noise associated with the operation of mechanical equipment, such as air conditioning units, would be another source of noise resulting during operation of the proposed project. Stationary noise from elevators, air conditioning, and other building equipment would range from 45.0 dB(A) to 65.0 dB(A) 50 feet from the noise source. Finally, solid waste disposal associated with the handling of the trash dumpsters and the removal of refuse by trash trucks would also occur during operational hours. Such activities currently occur in the surrounding vicinity and the proposed project would not result in any noticeable change with regard to mechanical and stationary noise sources given the heavily urbanized environment of the downtown civic center.

Alternative 3 – Adaptive Reuse of Existing Building to Secretary of Interior Standards

Construction

Alternative 3 would include the repair of the interior of the Hall of Justice building to provide for 199,132 square feet of useable "Class A" office space, the development of a new multi-level garage with 1,000

parking spaces, landscape and hardscape improvements, architectural and security lighting, and necessary upgrades to utility systems.

Under this alternative, construction noise and vibration impacts would be the same as described under Alternative 2. Therefore, short-term construction noise impacts would be significant, while vibration would not be significant. It should be noted that this is a short-term impact that would no longer remain significant once all construction activities have been completed. While this short-term impact is considered significant under CEQA, it is not considered a significant regional impact under NEPA. According to NEPA Law and Litigation §8:49, temporary environmental effects, including disruption due to construction activities, are not significant effects.

Operational

Vehicular Noise

The Hall of Justice currently occupies the project site. In 1994 there was approximately 537,585 gross square feet with 1,343 employees and 527 inmates on 15 floors. After renovation under Alternative 3, the Hall of Justice would be 537,585 gross square feet with 199,132 usable square feet. Under Alternative 3, the Hall of Justice would be occupied with approximately the same amount of full-time employees (1,350), as under the 1994 conditions. Because Alternative 3 would be occupied with the same amount of employees this alternative would not result in a net increase in daily traffic. More specifically, as no net daily traffic would be generated under this alternative, there would be no net change under the future project scenario when compared to the future without project scenario. Therefore, under this alternative, primary effects would be less than significant.

Parking Structure Noise

Under this alternative, a new nine-level parking structure with up to 4.5 levels of parking above grade would be constructed adjacent to the northeast wall of the Hall of Justice building. Since the parking structure planned under this alternative would be identical in design as described under Alternative 2, noise levels associated with the use of the structure would be identical. Based on the thresholds presented earlier in this section, noise levels associated with the parking structure would not result in a significant impact.

Mechanical and Stationary Noise

Under this alternative, operational noise would result from landscape, mechanical and disposal services. As these noise sources would be same as those described under Alternative 2, noise levels would be identical. Based on the thresholds presented earlier in this section, noise levels associated with mechanical and stationary noise sources would not result in a significant impact.

4.7.4 MITIGATION MEASURES (ALTERNATIVE 2 AND 3)

In order to ensure that construction noise is reduced to the greatest extent feasible, the following measures are required for both Alternative 2 and 3:

N-1 All construction equipment, fixed or mobile, that is utilized on the site for more than two working days shall be in proper operating condition and fitted with standard factory silencing features. To ensure that mobile and stationary equipment is properly maintained and meets all federal, state, and local standards, the applicant shall maintain an equipment log. The log shall document the condition of equipment relative to factory specifications and identify the measures taken to ensure that all construction equipment is in proper tune and fitted with an adequate muffling device. The log shall be submitted to the Department of Public Works for review and approval on a quarterly basis. A County Building Official or a designee should spot check to ensure compliance.

N-2 The applicant shall provide adjacent owners with a construction schedule 10-days in advance of activities. The applicant shall submit a copy of the scheduled and mailing list to the appropriate County regulatory agency prior to the initiation of construction activities. A County Building Official or a designee should spot check and respond to complaints.

N-3 All construction activity, including grading, transport of material or equipment and warming-up of equipment, shall be limited to between the hours of 7 AM to 7 PM, Monday through Friday, and should not occur during Saturday and Sunday unless approved by the County. Non-noise generating exterior construction activities such as interior work shall not be subject to these restrictions. The work schedule shall be posted at the construction site and modified as necessary to reflect any approved deviations.

N-4 The project applicant shall post a notice at the construction site and along the proposed truck haul route. The notice shall contain information on the type of project, anticipated duration of construction activity, and provide a phone number where people can register questions and complaints. The applicant shall keep record of all complaints and take appropriate action to minimize noise generated by the offending activity where feasible. A monthly log of noise complaints shall be maintained by the applicant and submitted to the County.

4.7.5 ADVERSE IMPACTS AFTER MITIGATION (ALTERNATIVE 2 AND 3)

Even with the implementation of all feasible construction mitigation measures, short-term construction noise impacts would be significant and unavoidable under CEQA regulations. However, while this short-term impact is considered significant under CEQA, it is not considered a significant impact under NEPA. According to NEPA Law and Litigation §8:49, temporary environmental effects, including disruption due to construction activities, are not significant effects.

4.8 PUBLIC SERVICES AND UTILITIES

4.8.1 AFFECTED ENVIRONMENT

Water Service and Supply

Regulatory Framework

Over the last several years legislation has been passed into state law that is designed to improve the link between information on water supply availability and land use decisions made by local agencies. The intent is to encourage collaborate planning between local water suppliers and cities and counties by requiring the local decision-makers to consider detailed information regarding water availability prior to approval of certain development projects meeting specific criteria. This detailed information must be included in the administrative record that serves as the evidentiary basis for an approval action on such projects.

For example, Senate Bill 610 modified the California Water Code as of January 2001 to improve consideration of water supplies when making land use decisions. Pursuant to California Water Code Section 10910(a), certain projects defined in Section 10912(a) of the Water Code that are subject to CEQA must address the availability of water sources in conjunction with land planning. In addition to residential projects containing more than 500 dwelling units, this regulation applies to commercial uses employing over 1,000 people or containing 500,000 square feet of space, office uses employing 1,000 people or containing 250,000 square feet of space, or industrial uses that employ over 1,000 persons or containing 650,000 square feet of floor space.

Another water related bill passed during the 2001 state legislative session is Senate Bill 221. This law applies to residential subdivisions of more than 500 units, and hence, is not applicable to the proposed Hall of Justice project. Under SB 221, approval by a city or county of certain residential subdivisions requires an affirmative written verification of sufficient water supply. While the County Hall of Justice project is not a residential subdivision and is not subject to the requirements of SB 221, certain alternatives under consideration would exceed the threshold for commercial office space set at 250,000 square feet as described above. Consequently, Los Angeles County has requested a water supply assessment for this project consistent with Section 10910(a) of the California Water Code. The information provided in the following section is a summary of the WSA (contained in **Appendix 4.8** of this EA/EIR) and the Los Angeles Department of Water and Power Urban Water Management Plan (2001–2002).

Water Purveyor

The Los Angeles Department of Water and Power (LADWP) supplies water to the site. LADWP has been in existence in various forms for over 100 years with the sole purpose being to provide water and electrical services to the City of Los Angeles. The service area for the LADWP covers a 464 square mile area and delivers water and electricity to approximately 3.8 million residential and businesses accounts.

LADWP is a member agency of the Metropolitan Water District (MWD). MWD is one of 29 agencies with long-term water supply contracts with Department of Water Resources for State Water Project water. The LADWP acquires its water supply from three primary suppliers: the Los Angeles Aqueduct (LAA), the Metropolitan Water District of Southern California (MWD), and local ground water.

Existing Water Demand

Water demand within the service area has varied over time based on climatic and demographic trends. Current water demand within the service area of the LADWP is approximately 679,000[1] acre feet per year (AFY)[2]. While steadily increasing over time, growth in water consumption has been reduced over the past 10 years in large part due to aggressive demand reduction measures. According to the Urban Water Management Plan, the proportion of water used by various customer classes has remained relatively stable over the past 20 years. The most recent information available indicates that 35 percent of water used in the City has been consumed by single-family residential homes, 28 percent by multi-family residential uses, 17 percent by commercial use, 7 percent by governmental use, 3 percent by industrial use, and 10 percent by unbilled usage.

Water Supplies

On average, the City receives about 50 percent (321,000 AFY) of its supply from the Los Angeles Aqueduct, 35 percent (232,750 AFY) from MWD, and 15 percent (92,400 AFY) from local groundwater. Each is discussed below in depth.

---

1 Los Angeles Department of Water and Power, Resolution 004-027, August 25, 2003.

2 One acre-foot is equal to 326,000 gallons of water.

Groundwater

LADWP maintains firm adjudication to the San Fernando, Central, Sylmar and West Coast groundwater basins with entitlement of up to 110,000 AFY. Historically, the San Fernando Water Basin has been the primary source of groundwater, providing approximately 80 percent of the groundwater extracted for use by the LADWP. The Central and Sylmar Basins provide 15 percent and 5 percent, respectively. Due to poor water quality, the LADWP does not utilize the West Coast Basin. Since 1970, local wells have produced an average of 92,400 AFY accounting for 15 percent of the City's total water supply.

San Fernando Basin

The LADWP owns "pueblo rights" to the native waters of the upper Los Angeles River and to the native groundwater of the San Fernando Basin.[3] The King of Spain originally granted these rights in 1781 to the original settlers of Los Angeles. As a prior and paramount right, no entity other than the City has an interest in native San Fernando Valley Basin water. However, the basin also contains "import return water" which is water imported into the region that percolated into the groundwater basin as a result of subsequent use. The Los Angeles pueblo right does not extend to import water and the City must share this portion of the groundwater with the Cities of Glendale, Burbank, and San Fernando. For the City of Los Angeles, the amount of import return for a year is equal to 20.8 percent of the amount of import water delivered to lands of the San Fernando Valley Basin.

Additionally, each of the aforementioned cities has a right to store water in the San Fernando basin by either direct spreading or in-lieu practices (i.e., city receives credit for withdrawing less groundwater than entitlement allows). The most recent data available indicates the LADWP has a water storage credit of 255,000 AFY in the basin that is allocated for uses during periods of prolong shortage. The Upper Los Angeles River Area Watermaster manages groundwater withdrawal in the San Fernando Basin.

Sylmar Basin

Both the City of Los Angeles and the City of San Fernando possess appropriative rights, of equal priority, to the native waters of the Sylmar Basin not used for the reasonable beneficial needs of the overlying users.[4] The City also maintains import return water rights in the Sylmar Basin equal to 35.7 percent of water imported into the Sylmar Basin annually. In total, the City is entitled to extract 3,100 AFY from this

---

3 *City of Los Angeles vs. City of San Fernando et al.*

4 Ibid.

basin. The Upper Los Angeles River Area Watermaster manages groundwater withdrawal in the Sylmar Basin.

Central Basin

The City is allowed to pump up to 15,000-acre feet of water annually under a judgment that established the California Department of Water Resources as the Watermaster for this basin. The judgment allows for a one-year carryover of groundwater allotment that is not used in the previous year. This carryover cannot exceed 3,000-acre feet per year. If a water emergency is declared by the Watermaster, additional amounts of water may be carried over above that allowed by the one-year carry over provision. Thus, in times of a water emergency the City may pump up to 23,250 AFY the following year.

Imported Surface Waters

The LADWP maintains a diverse mix of imported water supplied by the Los Angeles and Colorado River Aqueduct systems. Each is discussed in depth below.

Los Angeles Aqueduct

The Los Angeles Aqueducts delivers snowmelt runoff from the Eastern Sierra Nevada extending from the Mono Basin to Los Angeles where it is stored in several reservoirs. Since 1989, when City water exports were curtailed to restore the Mono Basin's ecosystem, water deliveries from the Los Angeles Aqueduct have ranged from a low of 106,700 acre feet in 1990 to a high of 466,800 acre feet in 1998. Average water deliveries since that time period have been 295,500 acre feet.

Computer modeling conducted by the LADWP to determine the probability of future supplies during periods of normal and dry rainfall predict that the median annual delivery from the aqueduct over the next 20 years is expected to be approximately 321,000 AFY. Dry year deliveries are predicted to be approximately 160,000 AFY, with a single year delivery minimum of about 113,000 AFY.

Metropolitan Water District of Southern California

LADWP is a member agency of the Metropolitan Water District (MWD), which acts as a wholesale water agency for the purpose of contracting with the State Department of Water Resources ("DWR") for a supplemental supply of imported water from the State Water Project ("SWP"). LADWP has historically purchased MWD water to make up the deficit between demand and other City supplies.

At the inception of the SWP, DWR entered into individual water supply contracts with agricultural and urban water suppliers (SWP contractors) throughout California. The contracts were the method used to fund construction and operation of the SWP facilities for the delivery of water to the SWP contractors. Each such contract sets forth a maximum annual entitlement of SWP water, which is stated in Table A to the contract ("Table A entitlement").

The demands of SWP contractors vary from year-to-year depending on many factors, including the amount of winter rains, agricultural markets, the availability (and cost) of other water resources, municipal and industrial demands and environmental requirements associated with the Sacramento-San Joaquin Delta ("Delta"), through which the water supplied by the SWP must pass. Historically, the SWP has delivered water in excess of SWP contractors' requests. From 1962 to 1999, the SWP delivered water in excess of the SWP contractors' requests in all but four years. Over the next 20 years, the MWD expects to receive a minimum of 650,000-acre feet of water during dry years from the SWP, which represents 31 percent of the district's entitlement.

The MWD also maintains entitlement to 1.25 million-acre feet of water from the Colorado River. In order to ensure the future stable supply of this resource, MWD is working with the Secretary of the Interior and other stakeholders to implement the California Colorado River Water Use Plan. The plan represents a strategy that allows California to meet demand within the 4.4 million-acre feet of entitlement allotted to the state. The plan envisions various water transfer, storage, and exchange agreements with private companies and agencies with Colorado River water rights, such as the Imperial Irrigation District and the Coachella Valley Water District. An agreement between MWD, the San Diego Water Authority, and the Imperial Irrigation District to exchange up to 200,000-acre feet of water has already been reached.

MWD also provides incentives to the member agencies that promote conservation, water recycling, groundwater storage and replenishment, or conjunctive reuse operations. MWD has committed funds to over 70 projects expected to produce 270,000 AFY of water by the year 2020. Based on the above, total water supplies available to the MWD are outlined below in **Table 4.8-1**.

Table 4.8-1
MWD Firm (Dry Year) Water Supplies

Source	Quantity (AFY)
Colorado River Supply	1,050,000 AFY
State Water Project Supply	650,000 AFY
Storage/Exchange Programs	400,000 AFY
TOTAL	**2,100,000 AFY**

Source: Urban Water Management Plan (2001-2002), LADWP

Water Recycling

On-going and future conservation programs are an integral component of the water supply plan. LADWP predicts that conservation and recycling programs would be developed to save 74,000 AFY of water that would otherwise have been used for potable purposes. It is estimated that 42,000 AFY would be used to enhance City groundwater supply reliability while almost 30,000 AFY would be used for irrigation and industrial purposes. Another 2,500 AFY is to be used as a barrier against seawater intrusion.

Water Distribution Infrastructure

An existing water distribution system provides water for potable use and fire suppression in the existing Hall of Justice building and surrounding area. The existing water line serving the site is a 6-inch line located within the Temple Street right of way.

Sewer Service

Wastewater Collection

Wastewater in the area is collected and transported through a network of local, trunk, and mainline sewers to the Hyperion Treatment Plant in Playa del Rey. The existing Hall of Justice building is connected to several sewer laterals including two 10-inch lines, two 6-inch lines, and one 8-inch line. A review of the physical condition and capacity of this sewer network was conducted as part of the environmental review of the Amended Little Tokyo Redevelopment Plan (June 2002). That study indicated adequate capacity is available in the overall sewer system of the area, with existing sewage flows in the lines measured at lows of 33 percent of design capacity to a maximum of 58 percent of design capacity, dependent upon the specific line under consideration.[5]

Wastewater Treatment

The HTP currently provides wastewater treatment for nearly all of the City of Los Angeles as well as several contract cities and portions of Los Angeles County. The drainage area served by the HTP is approximately 328,000 acres of developed land. Completed in 1950, the HTP was originally designed with a treatment capacity of 320 million gallons per day (MGD). Since that time, the plant's capacity has

5 City of Los Angeles Community Redevelopment Agency, Amended Little Tokyo Redevelopment Plan FEIR, June 2002 (SCH# 1990010107).

increased to 450 MGD with full secondary treatment. The HTP treated approximately 358 MGD of solid waste in the year 2000[6], which equates to an excess dry weather capacity of approximately 92 MGD.

Energy

Service Providers

The local electric service provider is the Los Angeles Department of Water and Power. The existing Hall of Justice power service feeds from a 5-inch conduit routed through the underground utility tunnel below Temple Street. This line connects to a breaker section installed in the switchboard unit located in the Criminal Courts building. A second, "spare" 5-inch conduit runs parallel to the live one connecting to a second breaker section at the switchboard located below the court building. LADWP indicates that utilization is well within the switchboard capacity.

The local provider of natural gas is the Southern California Gas Company (SCG). The existing source of natural gas for the Hall of Justice building is via a 1-inch line that enters the building off of Broadway. The new development plan does not require natural gas service, so this line would be capped and no further discussion of natural gas is provided in this analysis.

Power Generation and Demand

Table 4.8-2, provides a breakdown of in-state electrical energy generation by type, for the 10-year period from 1989 to 1999. As shown, electricity is generated by a variety of sources with the top five including hydroelectric, nuclear, coal, natural gas, and geothermal. These sources have remained stable producers over the 10-year period representing roughly 70 percent of the power generated in the state over this time.

These are not the only sources of power available to residents of the state since power generation and distribution systems located throughout the western United States are linked together by a network of transmission lines and relay substations. Under normal circumstances, California exports electricity in the winter months when demand is lower and imports electricity during the summer when peak loads are high. This is evident on **Table 4.8-2**, which also identifies the energy imported into the state during this same 10-year period.

---

6 Ibid.

Table 4.8-2
California Electrical Energy Generation, 1983 to 1999
Total Production by Resource Type
(millions of kilowatt hours)

	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999
Total Generation:	238,567	252,355	242,343	245,535	242,026	256,719	256,367	253,621	255,080	276,412	275,792
Hydroelectric	32,742	26,092	23,244	22,373	41,595	25,626	51,665	47,883	41,400	48,757	41,617
Nuclear	33,803	36,586	37,167	38,622	36,579	38,828	36,186	39,753	37,267	41,715	40,419
Coal	19,702	21,402	23,442	32,435	22,907	25,095	17,925	25,460	27,114	34,537	36,327
Oil	9,275	4,449	523	107	2,085	1,954	489	693	143	123	55
Gas	78,916	76,082	75,828	87,032	70,715	95,025	78,378	66,711	74,341	82,052	84,703
Geothermal	15,247	16,038	15,566	16,491	15,770	15,573	14,267	13,539	11,950	12,554	13,251
Organic Waste	5,204	6,644	7,312	7,362	5,760	7,173	5,969	5,557	5,701	5,266	5,663
Wind	2,139	2,418	2,669	2,707	2,867	3,293	3,182	3,154	2,739	2,776	3,433
Solar	471	681	719	700	857	798	793	832	810	839	838
Other	4	4	0	2	0	0	0	343	896	230	0
Energy Imports	41,064	61,959	55,873	37,704	42,892	43,354	47,514	49,696	52,720	47,563	49,487

Source: California Energy Commission.
Electricity Analysis Office, 2000.

For purposes of comparison, **Table 4.8-3** provides a breakdown of electrical demand for the State of California from 1980 through the year 2010. This represents a measurement of the amount of electricity used at homes and business within California and does not include the actual amount of energy provided by generators and supplied over the grid to account for losses during distribution. As shown, the state has experienced an annual average growth rate of 3.2 percent for the 10-year period from 1980 to 1990. Due to the recession of the early 1990s, the demand slowed during the period from 1990 to 1998 with an annual average rate of growth calculated at 0.9 percent. Total electrical consumption in the state was 244,409 gigawatt hours for the year 1998. Future demand is projected to increase at a 2 percent annual average rate for the period 1998 to 2010.

Table 4.8-3
Electricity Consumption Year 1980 to 2010
(GWH)

Year	PG&E	SMUD	SCE	LADWP	SDG&E	Other	State
1980	66,197	5,352	59,624	17,669	9,730	8,406	166,979
1990	86,806	8,358	81,673	21,971	14,798	14,432	228,038
1998	95,601	9,123	88,434	23,004	17,630	10,617	244,409
2004	109,219	10,460	100,822	24,985	20,539	13,541	279,565
2010	121,041	11,692	113,137	26,684	23,022	14,293	309,868

Source: California Energy Commission
Technical Report to California Energy Outlook, June 2000

Energy Conservation

The California Energy Commission passed AB 970 in the summer of 2000 and it was signed into law on September 6, 2000. This legislation modified Title 24 of the California Government Code in order to promote energy efficiency in new construction. The new standards go into effect for building permits issued on or after June 1, 2001. The standards are intended to reduce peak demand and so are more stringent in areas with high cooling loads such as Sacramento, the Central Valley, and all of inland Southern California. All new development projects are required to comply with the Title 24 requirements for the climate zone in which the project is proposed.

The primary changes involve tighter air duct systems to reduce energy loss and high efficiency window glass. The new duct provisions would require leakage to be less than 6 percent of nominal airflow and that installers certify all installations. The improved windows have spectrally selective glass that reduces heat radiation. These standards are estimated to improve energy efficiency up to 23 percent for residential uses in climate zone 15 (High Desert). Certain features in the new standards require third-party field verification.

Solid Waste

Collection and Disposal

The Los Angeles County Department of Public Works (LACDPW) has the responsibility to develop plans and strategies to manage and coordinate the solid waste generated (including hazardous waste) in the County unincorporated areas and address the disposal needs of Los Angeles County as a whole. Private

waste haulers collect waste generated from commercial and industrial uses and large, multi-family residential buildings (over four units in size) in the unincorporated area. When collected, the waste may be taken to any landfill that is willing to accept it and which provides the greatest economic advantages to the hauler, based on location and disposal fees.

There are currently about 14 permitted Class III landfills operating in Los Angeles County and two waste-to-energy facilities (also referred to as transformation facilities). Combined, these landfills have a throughput rate of 87,890 tons per day. A total of 1.1 million tons of solid waste was collected within unincorporated Los Angeles County for the year 2000 (latest data available). Of this total, approximately 9,447 tons was burned to create energy in the transformation facilities while approximately 1 million tons of waste required disposal in a sanitary landfill.[7]

According to the Los Angeles County Integrated Waste Management Plan 2000 Annual Report (prepared by the County of Los Angeles Department of Public Works, September 2001), the remaining permitted Class III landfill capacity in Los Angeles County as of December 31, 2000 was approximately 96.5 million tons. The 2000 Annual Report estimates that Class III landfill capacity needs may exceed the remaining capacity within Los Angeles County by around the year 2009. The actual date at which capacity is exhausted would depend on variables such as the amount of waste import and export, the time necessary to develop additional capacity, and future permitted landfill capacity. The capacity for unclassified landfills (those that accept inert waste only) is expected to last for about 44 years.

It should be reiterated that a number of disposal sites outside of Los Angeles County accepts wastes generated in the County. Private haulers have and will continue to transport waste to landfills located outside of Los Angeles County as limited capacity of in-County facilities creates economic incentive for private haulers to look elsewhere for disposal. For the year 2000, landfills accepting waste generated in Los Angeles County include the Bena & Arvin Sanitary Landfills in Kern County, the B-J Dropbox Refuse Disposal Site in Solano County, Colton, Fontana & Victorville Refuse Disposal Sites in San Bernardino County, Frank R. Bowerman & Olinda Alpha Sanitary Landfills located in Orange County, the El Sobrante Sanitary Landfill in Riverside County, and the Simi Valley Landfill in Ventura County.[8]

Certain uses and activities generate hazardous waste that must be disposed at locations other than Class III or unclassified landfills. A generator is a person or business whose acts or processes produce

---

7 California Integrated Waste Management Board, Jurisdiction Diversion and Disposal Profile: Los Angeles County at http://www.ciwmb.ca.gov/Profiles.

8 California Integrated Waste Management Board, Jurisdiction Diversion and Disposal Profile: Los Angeles County at http://www.ciwmb.ca.gov/Profiles.

hazardous waste or who in some other manner causes a hazardous substance or waste to become subject to the California Hazardous Waste Control Law (HWCL, Health and Safety Code Sections 25100 through 25249). These hazardous materials then need to be disposed of or transported to a licensed disposal or treatment facility. However, the disposal and transport of hazardous materials is a little more complicated than that of the typical Class III solid waste because there are many forms of hazardous materials. Generators that use hazardous materials and or generate hazardous waste are responsible for the disposal of the waste. There are many licensed private contractors that transport and dispose hazardous waste.

In their response to the Notice of Preparation, the County of Los Angeles Department of Public Works indicates that existing hazardous waste management facilities within the County are inadequate to meet the waste currently generated within Los Angeles. However, there are several Class I and II landfills that exist in Southern California that can accept hazardous waste generated within the County. Each is identified briefly below:

- **Laidlaw Landfill, Buttonwillow, California:** This facility accepts hazardous and non-hazardous waste and is permitted as a Class I landfill. The facility has no restrictions for the amount of waste that can be accepted on a daily basis.
- **Kettleman Hills Landfill, Kettleman City, California:** This is a Class I permitted landfill that accepts hazardous and non-hazardous waste with no capacity restrictions.
- **McKittrick Waste Treatment Site, McKittrick, California:** This facility is a Class II permitted landfill that accepts hazardous and non-hazardous waste. The facility has a capacity restriction of 412 cubic meters daily.

Solid Waste Reduction and Reuse Plans

The California Integrated Waste Management[9] Act of 1989 (AB 939) requires every city and county in the state to prepare a Source Reduction and Recycling Element (SRRE) that identifies how each jurisdiction will meet the mandatory state waste diversion goal of 50 percent by the year 2000. The purpose of AB 939 is to "reduce, recycle, and reuse solid waste generated in the state to the maximum extent feasible." Noncompliance with this goal can be severe with fines up to $10,000 per day on jurisdictions (city and counties) not diverting 50 percent or more of its wastes from landfill disposal.

---

9 The expression "integrated waste management" refers to the use of a variety of waste management practices to safely and effectively handle the municipal solid waste stream with the least adverse impact on human health and the environment. The Act has established waste prioritization as follows: source reduction, recycling, composting, energy recovery, landfilling, and household hazardous waste management.

Subsequent to the Integrated Waste Management Act, additional legislation was passed to assist local jurisdictions in accomplishing the goals of AB 939. The California Solid Waste Re-use and Recycling Access Act of 1991 (Section 42900–42911 of the Public Resources Code) directs the California Integrated Waste Management Board (CIWMB) to draft a "model ordinance" relating to adequate areas for collecting and loading recyclable materials in development projects. If by September 1, 1994, a local agency did not adopt its own ordinance based on the CIWMB model, the CIWMB model took effect for that local agency. The County of Los Angeles chose to use the CIWMB model ordinance.

All development projects in Los Angeles County are required to participate in the waste management and recycling programs currently in operation in the County as defined by its adopted SRRE. The County has a diversion rate of 40 percent for the year 1999, which is the latest Board of Supervisor's reviewed diversion rate for unincorporated Los Angeles County.[10] This diversion will increase the life expectancy of landfills, but not eliminate the need for new landfill space. As growth occurs throughout Southern California, new landfill space would need to be developed and maximized and/or other waste disposal alternatives would need to be implemented.

4.8.2 THRESHOLDS OF SIGNIFICANCE

The County of Los Angeles Initial Study (**Appendix 1.0**) suggests that a project would result in a significant impact to utilities and other services if:

(a) The project site is located in an area known to have inadequate public water supply to meet domestic needs;

(b) The project site is located in an area known to have inadequate water supply and/or pressure to meet fire-fighting needs;

(c) The project site is in an area known to have inadequate groundwater supply and proposes new water wells.

(d) The project would create problems providing electricity or natural gas to meet consumer demand.

(e) The project site is located in an area with known service problems (solid waste).

---

10 California Integrated Waste Management Board, Jurisdiction Diversion and Disposal Profile: Los Angeles County at http://www.ciwmb.ca.gov/Profiles.

4.8.3 POTENTIAL IMPACTS OF ALTERNATIVES

Alternative 1 – No Project Alternative

Under Alternative 1, the Hall of Justice would remain vacant and unsafe for occupancy and would continue to deteriorate physically. No demand for potable water, energy or landfill capacity would be associated with this alternative.

Alternative 2 – Repair and Reuse Alternative (Proposed Alternative)

Water Service and Supply

The Repair and Reuse Alternative would result in the reconstruction and subsequent occupation of the existing Hall of Justice building. A total of 325,000 square feet of useable square feet of space would be developed and occupied at buildout of this alternative. This analysis identifies the potable water demand associated with occupation of this alternative and the water supplies available to the DWP to meet projected water demands within their service during normal, dry, and multiple dry years.

Supply and Demand Analysis

Estimated water demand at full occupancy under this alternative would be approximately 123,149 gallons per day or 138 acre feet per year. This is a decrease in daily water demand by 126,485 gallons per day or 142 acre feet from baseline conditions in 1994. Water conservation measures, as required by the State of California, would be incorporated into the renovated structure. Specific measures would include the use of low-flush toilets and urinals consistent with Health and Safety Code Section 17921.3, use of self-closing faucets in public lavatories consistent with Government Code Section 7800, and use of insulation and water-heating systems to reduce water used before hot water reaches equipment or fixtures.

Renovation and reuse of the property as office space is consistent with existing zoning and General Plan designations for the site. As such, the project is within the growth projections contained in the Los Angeles General Plan Framework, so this water demand was taken into account in the projections contained in the 2000 Urban Water Management Plan (UWMP) prepared by LADWP. Consequently, data from the UWMP demonstrates the sufficiency of future water supplies to meet project demands as detailed below.

Table 4.8-4 outlines the water supply available to the DWP to meet demand during normal years of rainfall. As shown, the UWMP indicates that sufficient water supplies are available to service all projected growth through the year 2020, inclusive of the proposed project, during normal years.

Table 4.8-4
UWMP Projected Supply vs. Demand (acre feet/year)
Normal Year

	Year			
Supply Source	**2005**	**2010**	**2015**	**2020**
Los Angeles Aqueduct	296,000	296,000	296,000	296,000
Local Wells	108,000	108,000	108,000	108,000
Metropolitan Water District	267.350	284,400	318,150	354,450
Recycled Water	7,650	18,400	23,650	29,350
Seawater Desalination	----	11,200	11,200	11,200
Total Supply	679,000	718,000	757,000	799,000
Total Demand	679,000	718,000	756,000	800,000
Surplus/(Deficit)	0	0	1,000	1,000

Source: Los Angeles Department of Water & Power, August 25, 2003

Dry year supply and demand calculations are provided below in **Table 4.8-5**. LADWP projected dry year demands by assuming that water needs would increase by 6 percent over normal year demands. This assumption was supported by historical data for usage under varying weather patterns, where water usage fluctuated by plus or minus 6 percent.

The water supply assigned to the groundwater wells in the normal year analysis represent the maximum yield that may be obtained annually under current rights (exclusive of the right to DWP San Fernando Basin storage credits), plus 100 percent of the amount of water recharged into the San Fernando Basin. In addition, the Annual Total Groundwater Allotment for LADWP represents a level of extraction that will preserve the integrity of these basins as determined by the Water Management Plan. Consequently, the levels of groundwater production proposed in the UWMP are self-sustaining and would be sufficient to meet the demands through the year 2020.

As shown, the LADWP maintains sufficient supplies to meet increased demand experienced during periods of low rainfall. On the whole, water supplies of the City of Los Angeles would be sufficient to meet projected water demands over the next twenty years. This would include the projected water demand for Alternative 2. Given the above, rehabilitation and reuse as considered under Alternative 2 would not cause a significant impact on water supplies within the LADWP service area.

Table 4.8-5
UWMP Projected Supply vs. Demand (acre feet/year)
Dry Year

Supply Source	Year			
	2005	2010	2015	2020
Los Angeles Aqueduct	135,000	135,000	135,000	135,000
Local Wells[1]	135,000	135,000	135,000	135,000
Metropolitan Water District[2]	442.350	461,400	497,150	536,450
Recycled Water	7,650	18,400	23,650	29,350
Seawater Desalination	-----	11,200	11.200	11,200
Total Supply	720,000	761,000	802,000	847,000
Total Demand	720,000	761,000	802,000	847,000
Surplus/(Deficit)	0	0	0	0

Source: Los Angeles Department of Water & Power, August 25, 2003.

Fire flows

Fire flow rates for commercial office uses vary depending upon lot and building size. Sufficient capacity is available in the existing system to accommodate the needs under Alternative 2. Fire flow requirements for the project would be set by the Fire Department prior to final site plan approval. Given the above, no significant impacts are anticipated.

Sewer Service

Wastewater Collection

Estimated wastewater generation upon full occupancy under this alternative would be approximately 36,565 gallons per day. The repaired Hall of Justice structure requires only a single 8-inch line for service, but preliminary plans propose to split the service to two of the existing facilities, which allows greater flexibility in system design. The project would connect to the existing system, which involves coordination with the City Department of Public Works regarding design, operation, and maintenance. The project applicant would also pay sewage connection fees based on the number of plumbing fixtures associated with the project. These funds are used to provide relief for existing lines nearing capacity in the downtown area. Based on the above, and that adequate capacity exists within the receiving trunk sewer, no significant impact to wastewater collection and distribution facilities would occur as a result of project development.

Wastewater Treatment

Effluent generated under Alternative 2 represents less than 1 percent of the treatment plant's remaining capacity of 92 MGD. Since effluent generated under this alternative would be within the existing remaining capacity of the plant, no significant impact to treatment facilities would occur.

Energy

During construction and renovation activities, the proposed Hall of Justice building would require the expenditure of electrical energy to operate power equipment, provide light and cooling. At buildout, electricity would be required to operate cooling equipment, provide lighting and power appliances and equipment. **Table 4.8-6** summarizes the use rates for electricity provided by the South Coast Air Quality Management District's *Air Quality Handbook.*

Table 4.8-6
Electricity Consumption Rates By Land Use Type

Land Use	Electricity (kWh/yr.)*
Single Family Residential	6,081/unit
Multi-Family Residential	6,081/unit
Office	8.8/sf
Restaurant	47.3/sf
Retail	11.8/sf
Food Store	51.4/sf
Warehouse	3.4/sf
Elementary School	6.3/sf
College/University	11.6/sf
Hospital	17.9/sf
Hotel/Motel	6.8/sf
Miscellaneous (all other uses)	8.8/sf

Source: SCAQMD Air Quality Handbook.
* *Numbers are for SCE service area.*

Based on these rates, the demand for energy at buildout of Alternative 2 is approximately 2.8 million kilowatts of electricity annually.[11] These energy resources are available commercially and would likely be utilized at other sites if not used for this project. Given that supplies of these materials are adequate,

11 Alternative 2 contains 325,000 useable sf, which would consume an estimated 8.8 kWh per square foot (325,000 x 8.8 kWh/sf = 2,860,000 kWh).

and that the project is subject to energy conservation measures outlined in Title 24, no significant impacts are anticipated with selection of Alternative 2.

Solid Waste

Future development under this alternative would generate solid waste during construction and operational phases. Construction debris would be generated as a result of demolition and building renovations. Materials removed could be used as fill for other projects in the area, or disposed of at a landfill. A licensed hazardous waste disposal expert would be required to dispose of all hazardous materials (e.g., asbestos and lead-based paint, hazardous materials storage tanks, or contaminated soils, if any, inaccordance with applicable regulations (i.e., SCAQMD Rules and Regulations for asbestos, see also **Section 4.3** regarding Hazardous Materials).

Because of the many laws and regulations associated with the disposal of hazardous waste, it would have to be determined at the time of disposal where any certain hazardous waste would be taken. However, hazardous debris generated during renovation of the proposed structure can be accommodated by the permitted Class I and II landfills currently in operation within Southern California, and no significant impact to hazardous waste disposal facilities are expected as a result of this alternative.

Similarly, the impact of general demolition debris on area landfills would be temporary and would cease upon completion of construction activities. Based on the short-term nature of construction activity and the remaining permitted capacity of landfills accepting waste in the County, no significant construction impacts on solid waste disposal facilities are anticipated.

Operation of office uses associated with Alternative 2 are anticipated to generate a variety of waste types including food (17%), paper (32.5%), plastic (10.5%) and corrugated cardboard (7%) based on data provided by the California Integrated Waste Management Board. Using solid waste generation rates provided by the Board, full occupancy under Alternative 2 is anticipated to generate approximately 593 tpy of waste assuming no recycling as outlined in **Table 4.8-7**.

Table 4.8-7
Estimated Annual Solid Waste Generation – Assuming No Recycling
Alternative 2

Land Use	Space	Generation Rate (lbs/day)	Total Generation (tpy)
Office	325,000 sq. ft.	0.01	593
Total			**593**

Source: California Integrated Waste Management Board, www.ciwmb.ca.gov/wastechar/WasteGenRates.htm.

It is not possible to determine a specific landfill that would receive solid waste generated by users of the renovated structure. This is because private carriers have the option of disposing solid waste at any number of available landfills in-County and out-of-County (e.g., Orange, San Bernardino, Riverside, and Ventura) dependent upon tipping fees, transportation costs, and other economic considerations. Consequently, no single landfill would accept all the solid waste generated over the lifespan of this project.

Moreover, all development projects in unincorporated areas are required to cooperate with Countywide programs and to implement site-specific source reduction, recycling and reuse programs. The renovated Hall of Justice property would cooperate with these existing programs through actions such as use of designated recycling separation areas that are conveniently located and prominently marked. With participation in these programs, the estimated 539 tpy of increased solid waste generated by the proposed project would be reduced by up to 50 percent. Further, the County is obligated to meet the recycling and source reduction requirements of AB 939 and, therefore, must continue the recycling programs in place and expand these programs as needed. Compliance with these requirements would reduce the volume of waste entering landfills. Based on the incorporation of source reduction and recycling into the project design, and the disposal options available throughout the Southern California region, solid waste generation and disposal associated with this alternative would not be considered a significant impact.

Alternative 3 – Adaptive Reuse of the Existing Building to Secretary of Interior Standards

Water Service and Supply

Estimated wastewater generation upon full occupancy under this alternative would be approximately 30.000 gallons per day. As described under Alternative 2, this alternative would also incorporate water

conservation features consistent with state law and renovation and reuse of the property as proposed would be consistent with existing zoning and General Plan designations for the site. As such, the project is within the growth projections contained in the Los Angeles General Plan Framework, so this water demand was taken into account in the projections contained in the 2000 Urban Water Management Plan (UWMP) prepared by LADWP. Consequently, data from the UWMP demonstrates the sufficiency of future water supplies to meet project demands as detailed above under Alternative 2 and no significant impacts are anticipated.

Sewer Service

Wastewater Collection

Estimated wastewater generation upon full occupancy under this alternative would be approximately 22,500 gallons per day. The repaired Hall of Justice structure requires only a single 8-inch line for service, but preliminary plans propose to split the service to two of the existing facilities, which allows greater flexibility in system design. The project would connect to the existing system, which involves coordination with the City Department of Public Works regarding design, operation, and maintenance. The project applicant would also pay sewage connection fees based on the number of plumbing fixtures associated with the project. These funds are used to provide relief for existing lines nearing capacity in the downtown area. Based on the above, and that adequate capacity exists within the receiving trunk sewer, no significant impact to wastewater collection and distribution facilities would occur as a result of project development.

Wastewater Treatment

Effluent generated under Alternative 3 represents less than 1 percent of the treatment plant's remaining capacity of 92 MGD. Since effluent generated under this alternative would be within the existing remaining capacity of the plant, no significant impact to treatment facilities would occur.

Energy

During construction and renovation activities, the proposed Hall of Justice building would require the expenditure of electrical energy to operate power equipment, provide light and cooling. At buildout, electricity would be required to operate cooling equipment, provide lighting and power appliances and equipment. Based on consumption rates described above in **Table 4.8-6**, the demand for energy at

buildout of Alternative 3 is approximately 1.75 million kilowatts of electricity annually.[12] These energy resources are available commercially and would likely be utilized at other sites if not used for this project. Given that supplies of these materials are adequate, and that the project is subject to energy conservation measures outlined in Title 24, no significant impacts are anticipated with selection of Alternative 3.

Solid Waste

Future development under Alternative 3 would generate construction debris and possibly hazardous materials associated with renovation of the existing structure. A licensed hazardous waste disposal expert would be required to dispose of all hazardous materials (e.g., asbestos and lead-based paint, hazardous materials storage tanks, or contaminated soils, if any) in accordance with applicable regulations as outlined above under Alternative 2. Given the remaining capacity of Class I and II landfills capable of accepting such waste and the short-term nature of the renovation activity, no significant impact to hazardous waste disposal facilities are anticipated under Alternative 3.

Construction debris and waste generated during occupancy of the renovated facility would be separated and recycled to the extent feasible consistent with current County plans and policies outlined above. Construction debris would only be generated during renovation activity and would cease upon completion of redevelopment activity. Based on the short-term nature of renovation activity and the remaining availability of landfill space throughout Southern California, no significant impact to landfill disposal facilities would take place during renovation and construction of the project.

Similar to Alternative 2, operation of office uses associated would generate a variety of waste types including food, paper, plastic and corrugated cardboard. Using solid waste generation rates provided by the Board, full occupancy under Alternative 3 is anticipated to generate approximately 363 tpy of waste assuming no recycling (**Table 4.8-8**). Future occupants of the building would be required to participate in the County's source reduction and recycling programs. With participation in these programs, the estimated 363 tpy of increased solid waste generated by the proposed project would be reduced by up to 50 percent. Further, the County is obligated to meet the recycling and source reduction requirements of AB 939 and, therefore, must continue the recycling programs in place and expand these programs as needed. Compliance with these requirements would reduce the volume of waste entering landfills. Based on the incorporation of source reduction and recycling into the project design and the disposal

---

12 Alternative 3 contains 199,132 useable sf, which would consume an estimated 8.8 kWh per square foot (199,132 x 8.8 kWh/sf = 1,752,361 kWh).

options available throughout the Southern California region, solid waste generation and disposal associated with this alternative would not be considered a significant impact.

Table 4.8-8
Estimated Annual Solid Waste Generation – Assuming No Recycling
Alternative 3

Land Use	Space	Generation Rate (lbs/day)	Total Generation (tpy)
Office	199,132 sq. ft.	0.01	363
Total			**363**

Source: California Integrated Waste Management Board, www.ciwmb.ca.gov/wastechar/WasteGenRates.htm.

4.8.4 MITIGATION MEASURES (ALTERNATIVES 2 AND 3)

No mitigation measures are required for either Alternative 2 or 3.

4.8.5 ADVERSE IMPACTS AFTER MITIGATION (ALTERNATIVES 2 AND 3)

Impacts under Alternative 2 or 3 would be less than significant.

4.9 WATER RESOURCES/FLOODPLAIN ENCROACHMENT

This section of the EA/EIR describes existing drainage and water resources for the project site and the region, and evaluates potential impacts of the project with respect to flooding, surface water and groundwater resources.

4.9.1 AFFECTED ENVIRONMENT

Regulatory Framework

Federal Pollution Control Act

The Federal Clean Water Act (CWA) established the national strategy for controlling water quality. The primary purposes of the Act are "to restore and maintain the chemical, physical, and biological integrity of the Nation's waters" and to attain a level of water quality "which provides for the protection of and propagation of fish, shellfish, and wildlife and provides for recreation in and on the water." 33 USC §1251(a).

The Federal Clean Water Act contains two strategies for managing water quality. One is a technology-based approach that sets requirements to maintain a minimum level of pollutant management using the Best Available Control Technology (BACT). The second relies on evaluating the condition of surface waters and setting limits on the amount of pollution that the water can be exposed to without adversely affecting the beneficial uses of those waters. Section 303(d) of the Federal Clean Water Act specifies that, once a water body is listed as "impaired," the states must establish total maximum daily loads (TMDLs) for the pollutants causing the impairment (33 USC §1313(d)(c)). The states must then develop a "pollution budget" or pollutant load allocation for point and non-point sources that are contributing to the water quality impairment.[1] Once these allocations have been set, waste load allocations for point sources are implemented through National Pollutant Discharge Elimination System (NPDES) Permits for individual dischargers, while non-point source discharges are subject to load allocations that can be specified in an individual NPDES Permit or may be regulated or addressed in other ways.

---

1 Point sources are those that generate discharge from a discrete conveyance facility. Non-point sources represent all other sources.

California Porter-Cologne Act

The California Porter-Cologne Act of 1970 is largely responsible for creating the state's extensive regulatory program for water pollution control. Pursuant to the Porter-Cologne Act, the responsibility for protection of water quality in California rests with the State Water Resources Control Board (WRCB), which has been divided into nine Regional Water Quality Control Boards (RWQCBs) to regulate the nine hydrologic basins in the state. The Porter-Cologne Act gives the WRCB and RWQCBs broad powers to protect water quality by regulating waste discharges to water and land, and requiring cleanup of hazardous conditions.

As required by the Federal CWA and the California Porter-Cologne Act, water quality control plans have been prepared for each of the state's hydrologic basins. These water quality control plans have been prepared in order to regulate discharges that could affect the quality of state waters. Policies for water quality control adopted by the WRCB serve as guidelines for the regional boards in the preparation of regional water quality control plans. Together, the policies of the WRCB and the nine regional water quality control plans form the California Water Plan. The Los Angeles Civic Center is within the Los Angeles River Basin and the jurisdiction of the Los Angeles Regional Water Quality Control Board (LARWQCB), which oversees the area between Rincon Point, in Ventura County, to the eastern Los Angeles County Line.

In addition to the responsibilities assigned to the WRCB and the RWQCBs with respect to discharges into state waters, the Porter-Cologne Act gives the regional boards specific authority to regulate discharges of waste to land, including the management of waste disposal sites. Each regional board is required to adopt classification and waste discharge requirements for each waste management facility under its jurisdiction. Persons operating hazardous waste disposal facilities are also subject to detailed regulations governing water quality monitoring and closure. Further, the WRCB and the regional boards have authority to take a variety of steps to investigate, halt, or order the clean up of waste discharges. These agencies may also obtain court relief or take actions themselves to clean up discharges.

RWQCB Water Quality Control Plan, Los Angeles Region

The Water Quality Control Plan, Los Angeles Region (4), prepared by the LARWQCB was approved in June of 1994. The objective of the Water Quality Control Plan, or Basin Plan, is to preserve and enhance water quality, protect the beneficial uses of all regional waters, and implement the CWA. Specifically, the plan designates beneficial uses for surface and groundwaters, sets narrative and numerical objectives that must be attained or maintained to protect the designated beneficial uses and to conform to the state's

anti-degradation policy, and describes implementation programs to protect all waters in the Region. In order to be considered consistent with the Basin Plan, the proposed project must be in compliance with water quality objectives and may not cause a deterioration of beneficial uses.

Discharges to both surface and groundwaters are regulated by the NPDES, which is administered by the LARWQCB as part of its discharge permit program. Any proposed action that would result in a discharge into the waters of the Los Angeles region must describe the quantity and nature of the proposed discharge in a Report of Waste Discharge (ROWD) or an NPDES application. As part of the NPDES ROWD Permit, the RWQCB will incorporate appropriate measures and limitations to protect public health and water quality.

NPDES Permits are required for all construction projects impacting five acres or more, or smaller areas that are part of a larger common plan, including excavation, demolition, grading and clearing. Also, the NPDES Permit requirement applies to all discharges of pollutants to "navigable waters" from a "point source".[2] A point source is defined broadly in the Clean Water Act as "any discernible, confined and discreet conveyance" such as a well, pipe, ditch, discreet fissure, container, or vessel.[3] Navigable waters are defined broadly as "waters of the United States," and the U.S. EPA has effectively asserted that these comprise most surface waters, including waters that are tributary to navigable waters, interstate waters, and interstate waters having some impact or involvement in interstate commerce.[4]

County of Los Angeles and City of Los Angeles

On July 5, 1996, the LARWQCB adopted Order No. 96-054. This Order is the Municipal Storm Water NPDES Permit (No. CAS614001) issued to County of Los Angeles and 85 permittee cities, to reduce pollutants from municipal storm sewer system to the Maximum Extent Practicable (MEP) statutory standard.

The NPDES Permit is issued every five years. On December 13, 2001, the LARWCB adopted a new NPDES Permit (Order No. 01-182, NPDES Permit CAS004001). Under the NPDES Permit, the County of Los Angeles is designated as the Principal Permittee and 84 cities, including the City of Los Angeles, as Permittees. The NPDES Permit consists of various storm water management programs to reduce pollutants in storm water and urban runoff.

---

2 McCutchen, Black, Verleger, and Shea, the Attorneys of:, *California Environmental Law Handbook*, Second Edition, Government Institutes, Inc. January 1988, p. 61.

3 Ibid.

4 Ibid., pp. 61-62.

Executive Order 11988 – Floodplain Encroachment

Executive Order (EO) 11988 requires federal agencies to take action to minimize occupancy and modification of the floodplain. Specifically, EO 11988 prohibits federal agencies from funding construction in the 100-year floodplain unless there are no practicable alternatives. FEMA's regulation for complying with EO 11988 is promulgated in 44 Code of Federal Regulations (CFR) Part 9.

Regional and Local Storm Drainage

The Los Angeles River Watershed, of which includes the Civic Center area, covers a land area of over 2,135 square kilometers (834 square miles) from the eastern portions of Santa Monica Mountains, and Simi Hills, and Santa Susana Mountains to the San Gabriel Mountains in the west. The primary purpose of the Los Angeles River is to provide flood conveyance for the Los Angeles Basin. The Los Angeles River Watershed has impaired water quality in the middle and lower portions of the basin due to runoff from dense clusters of commercial, industrial, residential, and other urban activities. Water quality impairments include: pH, ammonia, a number of metals, coliform, trash, scum, algae, oil, chorpyrifos as well as other pesticides, and volatile organics.[5]

In the City of Los Angeles, stormwater and urban runoff from streets are funneled down gutters to approximately 1,000 catch basins. These are inlets to a 1,500-mile long maze of pipes, open channels, and outlets that make up the storm drain system. During storms, wet weather flows can amount to billions of gallons in a single day. Even during dry weather, urban runoff adds up to tens of millions of gallons daily.[6] Storm drains within the City of Los Angeles are constructed and maintained by both the City Department of Public Works and the Los Angeles County Flood Control District (LACFCD). In general, the City constructs interconnection drains that are tributary to the LACFCD's major storm drains and open flood control channels (e.g., the Los Angeles River).

The majority of the Hall of Justice site is currently paved or developed with existing structures. Of the site's 3.2 acres, approximately 95 percent is developed and covered with impermeable surfaces. Small landscaped areas exist within locations throughout the Hall of Justice site.

The Hall of Justice site is located within an urbanized area that is fully served by the City's existing storm drain system. Storm water flows in the project area occurs via street and gutter to inlet locations, and into

---

5 Los Angeles County, Los Angeles River Master Plan, adopted 1996.

6 City of Los Angeles, *Stormwater Program*, undated.

drainage pipelines. Storm water drain inlets are located at the intersection of Aliso Street and Spring Street (two inlets), at the intersection of Spring Street and Temple Street (two inlets), and at the intersection of Aliso Street and North Broadway (one inlet).

Surface water flow volumes are generally discussed in terms of recurrence. A 100-year flood plain is an area that has a 1 percent chance of flooding in any given year, while a 500-year flood plain is an area that has a 0.2 percent chance of flooding any given year. The Federal Emergency Management Agency (FEMA) utilizes the 100-year and 500-year flood plain for development and planning purposes in accordance with EO 11988. As defined by FEMA, the project area is located within a Flood Hazard Zone C. This designation indicates an area that is subject to moderate or minimal flooding from the principal source in the area and is located outside the 100-year floodplain.[78]

4.9.2 THRESHOLDS OF SIGNIFICANCE

The County of Los Angeles Initial Study (**Appendix 1.0**) suggests that a project would result in a significant flood hazard impact if it would meet any of the following criteria:

(a) there is a major drainage course, as identified on U.S.G.S. quad sheets by a dashed line, located on the project site;

(b) the project site is located within or contains a floodway or floodplain;

(c) the project site is located in or subject to high mudflow conditions; and/or

(d) the project could contribute or be subject to high erosion and debris deposition from runoff.

According to the Initial Study, no major drainage course, as identified on the Los Angeles USGS quad sheet, exists onsite; the project site is not located within a floodway or floodplain (This issue, however, has been assessed below for the purposes of NEPA requirements); and the project would not contribute to a high erosion or deposition from runoff. As a result, the following impact analysis will only evaluate the project's potential impacts to flood hazard relative to criteria (b) above as it relates to floodways and floodplains.

---

7 City of Los Angeles, General Plan Safety Element, Exhibit F, November 26, 1996.

8 Federal Emergency Management Agency, *Flood Insurance Rate Map, Community Panel No. 060137-0074C*, December 12, 1980.

In addition to thresholds of significance for flood-related impacts, the proposed project is evaluated in this section relative to its water quality impacts. The Initial Study suggests that a project could result in a significant water quality impact if:

(a) it is located in an area having known water quality problems and proposes the use of individual water wells;

(b) it requires the use of a private sewage disposal system; and/or

(c) it could significantly impact water quality through runoff into the storm drain system.

According to the Initial Study, the Hall of Justice building would utilize a public water system and would not utilize individual water wells. The project is connected to the existing sewer system and would not utilize a private sewage disposal system. As a result, the following impact analysis will only evaluate the project's potential impacts to flood hazard relative to criteria (c) above as it relates runoff.

4.9.3 POTENTIAL IMPACTS OF ALTERNATIVES

Alternative 1 – No Project Alternative

Under this alternative, the Hall of Justice building would remain vacant and would not impact water quality during construction or operational phases. Impacts under this alternative would be less than significant.

Alternative 2 – Repair and Reuse Alternative (Proposed Alternative)

Construction

Site Preparation

Construction and grading activities both onsite and offsite would involve the operation of heavy equipment and cutting of excavations. Although the project site and off-site infrastructure and improvement locations are relatively flat and the potential for soil erosion is considered to be low, peak storm water runoff could result in short-term sheet erosion within areas of exposed or stockpiled soils. If uncontrolled, these soil materials could result in engineering problems including the blockage of storm drainage channels and downstream sedimentation.

Projects that disturb between 2 to 5 acres of area during construction, are required to prepare a Storm Water Pollution Prevention Plan (SWPPP) in accordance with the County of Los Angeles NPDES Municipal Stormwater Permit No. CAS004001. This permit requires that a SWPPP be prepared specifying Best Management Practices (BMPs) to reduce erosion of disturbed soils. In addition, the SWPPP would require that if any spills of materials known to be water pollutants or hazardous materials do occur, the proper agencies would be contacted immediately (if necessary) and appropriate clean up of the spill would take place as soon as possible. Prior to issuance of any grading or building permits, the County must approve the SWPPP. Potential water quality impacts of the proposed project would be less than significant through the preparation and implementation of the SWPPP as specified in the NPDES Permit.

Depth to groundwater in the project area is estimated to fluctuate between 20 to 75 feet below the ground surface. Grading activities may require rough grading up to depths of 48 feet for placement of the subterranean portion of the new parking garage. As such, groundwater resources may be affected during construction activities. Temporary dewatering systems for the subterranean parking structures would require an NPDES Permit for ground water discharge from the LARWQCB. This permit would ensure that water discharged to the storm drains would meet all NPDES requirements for suspended solids, organic material, and other water quality parameters thereby reducing water quality impacts associated with this activity to less than significant.

Exterior Building Cleaning

The exterior surfaces of the Hall of Justice building would be cleaned with methods complying with recommendations of the Department of the Interior. Pre-washing would be utilized at areas of distinct staining. General cleaning would follow, using a restoration-type cleaner. The cleaning procedures for the exterior building cleaning would involve the placement of barricades around the building to prevent the public from entering areas being cleaned. Plastic sheeting would be fixed to the building and cover the ground with berms established to retain runoff from the cleaning process. All pre-cleaning, cleaning, and rinsing would be captured and effluent pumped into drums onsite. Collected effluent in the drums would be neutralized to a pH of between 6 to 8 and run through a 4 to 6 stage filter system, with the final filter being a 5-micron filter. The effluent would then be tested and upon acceptable test results would be released into the City storm drain system. Temporary discharge into the drainage system would require an NPDES Permit from the LARWQCB. This permit would ensure that water discharged to the storm drains would meet all NPDES requirements for suspended solids, organic material, and other water quality parameters thereby reducing water quality impacts associated with this activity to less than significant.

Operational

Flooding and Drainage

EO 11988 prohibits federal agencies from funding construction within a 100-year flood plain unless there are no practical alternatives. This project is not located within the 100-year flood plain as indicated on the Flood Insurance Rate Map (FIRM), Community Panel No. 060137-0074C for the City of Los Angeles. As such, potential flood plain encroachment issues are considered to be less than significant.

Once the project is completed, approximately 85 percent of the Hall of Justice site would be covered with impervious surface, which is approximately a 10 percent reduction over existing conditions. All runoff would continue to be conveyed via street and gutters to storm inlet locations around the Hall of Justice site. Due to the reduction in impervious surface under this alternative over existing conditions, the amount of storm runoff conveyed from the site would be less than existing conditions. Consequently, potential drainage impacts are considered to be less than significant.

Water Quality

Surface Water

Common concerns related to surface water quality include the potential deposition of pollutants generated by motor vehicles and the maintenance and operation of landscape areas. Urban runoff contains almost every type of water pollutant, including suspended solids, bacteria, heavy metals, oxygen-demanding substances, nutrients, and oil and grease. Primary sources of urban runoff pollutants include animal droppings, atmospheric fallout, land erosion, lawn runoff (pesticides, herbicides, fertilizers), and pavement runoff.[9] The pollutants of concern and their anticipated form in runoff, both stormwater and dry weather are presented below in **Table 4.9-1, Typical Constituents of Urban Runoff.**

---

9 Robert A. Corbitt, *Standard Handbook of Environmental Engineering*, (New York City: McGraw-Hill Publishing Company, 1989), p. 753.

Table 4.9-1
Typical Constituents of Urban Runoff

Pollutants of Concern	Stormwater Runoff	Dry Weather Runoff
Oil and Grease	Manifested as an oil slick during the first storm event.	Less noticeable unless there has been a spill or release which comes in contact with dry weather runoff.
Brake Lining Dust	Manifested as TSS particularly during the first storm event. The copper is in its metallic form and most likely imbedded in the fibrous backing material.	Less evident because dry weather runoff is usually confined to the street curbs and gutters and does not wash the traveled way.
Fuel Components (BTEX)	Dissolved and in highest concentrations during the first storm event of each year.	Less evident because dry weather runoff is usually confined to the street curbs and gutters and does not wash the traveled way.
Polycyclic Aromatic Hydrocarbons (PAHs)	Carried with carbon particulates (diesel soot) or suspended solids concentration during the first storm event of each year.	Carried with carbon particulates (diesel soot) or suspended solids. Concentration dependent upon areas subject to dry weather runoff.
Coliform	Bacteria carried with the runoff. First storm event could potentially carry with it solid fecal matter.	Bacteria carried with runoff. Dry weather runoff could potentially have the highest bacteria concentrations owing to overwatering of grassed areas.
Lawn and Landscaping Pesticides and Herbicides	Dissolved with concentrations dependent upon the timing of the last application and the first storm event of each year.	Dissolved constituents, and expected at highest concentrations in dry weather discharge due to excess application and potential over watering.
Lawn and Landscaping Fertilizers (Nitrogen and Phosphorus Nutrients)	Dissolved and/or suspended solids with concentrations dependent upon the timing of the last application and the first storm even of each year.	Dissolved constituents at highest concentrations due to excess application and overwatering.
Suspended Solids	Carried with the runoff and in high concentration during the first storm event of each year.	Carried with the runoff in varying concentrations depending on the path of the runoff and its volume.
Debris and Trash	Litter, yard waste, etc., carried with the runoff.	Amount varies depending upon the path of the runoff and its volume.

The quality of runoff from the project site would be subject to Section 402(p) of the Clean Water Act under the NPDES program. Development projects have responsibilities under the NPDES Municipal Permits No. CAS004001 to ensure pollutant loads from the projects do not exceed total maximum daily loads for downstream receiving waters. Development projects are required to submit and then

implement a Standard Urban Storm Water Mitigation Plan (SUSMP)[10] containing design features and BMPs appropriate and applicable to the project. The purpose of the SUSMP is to reduce post-construction pollutants in storm water discharges. Prior to issuance of any grading or building permits, the County must approve the SUSMP. Potential water quality impacts of the proposed project would be less than significant through the preparation and implementation of the SUSMP as specified in the NPDES Permit.

Ground Water

Construction of the underground parking facility would require de-watering during excavation only. De-watering is required when groundwater is found at an elevation above the depth of grading. De-watering wells would be drilled and pumps would be placed in the wells as needed to draw down the water table as necessary. Excess groundwater would be treated as directed by the conditions associated with the NPDES Permit and discharged into the storm drain system. The subterranean parking structure would consist of structural slabs that would be designed as "water tight". Potential water quality impacts of the proposed project would be less than significant with conformance to existing water quality requirements through the preparation and implementation of the SUSMP as specified in the NPDES Permit,

Alternative 3 – Adaptive Reuse of the Existing Building to Secretary of Interior Standards

Construction

Implementation of this alternative would result in the same construction-related impacts as described under Alternative 2. During site preparation and exterior building cleaning activities, potential pollutants would be generated that would require the obtaining of NPDES Permits and implementations of BMPs to ensure that water quality standards are meet. In addition, during excavation for the parking garage dewatering may occur requiring the obtaining of an NPDES Permit to discharge into the storm drain. Adherence to the requirement of these permits would reduce impacts associated with this alternative to a less than significant level.

---

10 The LARWQCB approved the SUSMP that requires new construction and development projects to implement BMPs on March 8, 2000. In May 2000, the County of Los Angeles finalized its "Manual for the Standard Urban Storm Water Mitigation Plan," which details the requirements of the SUSMP. Projects that are subject to the SUSMP requirements are required to incorporate measures into their development plans prior to issuance of grading and building permits.

Operational

Implementation of this alternative would result in the same operations-related impacts as described under Alternative 2. This alternative would provide impervious surfaces for the deposition of pollutants generated by motor vehicles and the maintenance and operation of landscape areas. In addition, this alternative would require the dewatering of the parking garage. This alternative would require the obtaining of NPDES Permits and implementation of BMPs to ensure that water quality standards are met. Adherence to the requirement of these permits would reduce impacts associated with this alternative to a less than significant level.

4.9.4 MITIGATION MEASURES (ALTERNATIVES 2 AND 3)

No mitigation measures are required for either Alternative 2 or 3.

4.9.5 ADVERSE IMPACTS AFTER MITIGATION (ALTERNATIVES 2 AND 3)

Impacts associated with Alternatives 2 and 3 would be less than significant by obtaining the required NPDES Permit and implementing required BMPs.

4.10 BIOLOGICAL RESOURCES

4.10.1 AFFECTED ENVIRONMENT

Regulatory Framework

Executive Order (EO) 11990, Protection of Wetlands, requires federal agencies to take action to minimize the loss of wetlands. The NEPA compliance process requires federal agencies to consider direct and indirect impacts to wetlands, which may result from federally funded actions. (This EO uses the same analysis as EO 11988.)

Section 7 of the Endangered Species Act of 1973, requires that any federal agency which funds, authorizes or carries out an action, ensure that their action is not likely to jeopardize the continued existence of any endangered or threatened species (including plant species) or result in the destruction of or adverse modification of designated critical habitats.

The Migratory Bird Treaty Act (MBTA) makes it illegal for people to "take" migratory birds, their eggs, feathers or nests. Take is defined in the MBTA to include by any means or in any manner, any attempt at hunting, pursuing, wounding, killing, possessing or transporting any migratory bird, nest, egg, or part thereof.

Existing Biological Environment

The project site is located within the urbanized downtown core of Los Angeles. The local vicinity is characterized as urban and paved with no open space areas. The Hall of Justice building and surface parking areas currently occupy the project site.

Vegetation observed during visits to the site and surrounding parcels consists of hedges and non-indigenous ornamental street trees. The ornamental street trees include: 7 ficus trees and 1 Japanese zelkova tree along Temple Street; 7 magnolia trees and 4 olive trees along North Broadway; 3 Japanese maple trees along Aliso Street; and 11 Japanese maple trees along Spring Street. Wildlife observed during site visits was limited to common bird species adapted to urban settings such as house sparrows, brewer's blackbird, starlings, and pigeons.

No threatened/endangered or rare species or their habitats, locally designated species, locally designated natural communities, wetland habitats, or wildlife corridors are located on the project site.[1] The site is not identified as a Significant Ecological Area (SEA), SEA Buffer or Ecological Significant Habitat Area (ESHA).[2] No drainage course was identified on the Los Angeles USGS quad sheet or observed during site visits on or in proximity to the project site.

4.10.2 THRESHOLDS OF SIGNIFICANCE

For purposes of this analysis, an impact would be considered significant if an alternative resulted in the loss of wetlands, or would result in the loss of federally threatened and endangered wildlife or vegetation species or its habitats.

4.10.3 POTENTIAL IMPACTS OF ALTERNATIVES

This project was evaluated to ensure there would be no direct or indirect impact on any wetlands and for potential occurrences of federally threatened and endangered species or their habitats.

Alternative 1 – No Project Alternative

Under the No Project Alternative, the project site would remain in its present state. No impacts to biological resources would occur with the implementation of this alternative. Thus, the impacts are less than significant.

Alternative 2 – Repair and Reuse Alternative (Proposed Alternative)

Construction of this alternative would include the removal of on-site ornamental vegetation and the potential replacement with, or addition of, new on-site vegetation for ornamental or passive energy conservation purposes. Along Temple Street, the ficus trees and Japanese zelkova tree would be removed and new street trees would be provided. Along North Broadway, the 7 magnolia trees would be retained, and the 4 olive trees would be removed and replaced with new magnolias. The 3 Japanese maple trees along Aliso Street would be relocated to Spring Street, and Aliso Street would receive new landscaping. The 11 Japanese maple trees along Spring Street would include retaining 8 of the trees and the removal of 3 trees near the new main entrance to the building. Landscaping in the area of the new

---

1 California Department of Fish and Game, California Natural Diversity Data Base, December 8, 2003; and Site Visit conducted by Impact Sciences, Inc., April 9, 2002.

2 County of Los Angeles, *Significant Ecological Area Study*, 2000.

main building entrance and pedestrian plaza on Spring Street would include various plant species including trees, hedges, lawns, and ground cover plant material. The loss of this non-native habitat is considered to be a less than significant biological resources impact.

In addition to the loss of ornamental vegetation and trees, construction activities in the project area, including noise, barriers, and dust, would cause temporary disturbance to locally and regionally abundant wildlife species. Grading and soil compaction could result in the direct mortality of slow-moving and/or ground-dwelling animals. Because these animals are abundant and would likely reestablish in temporarily disturbed areas following construction, the level of construction-related mortality is considered less than significant.

However, a number of bird species could be adversely affected as a result of construction or other site-preparation activities. Such activities could result in the direct loss of active nests or the abandonment and subsequent loss of active nests by adult birds. Bird nests with eggs or young are protected under the Federal Migratory Bird Treaty Act and the California Fish and Game Code. Depending on the number and extent of bird nests on the site that may be disturbed or removed, the loss of active bird nests would be a potentially significant impact.

No endangered or threatened or otherwise sensitive biological resources (i.e., wetlands, vegetation, or wildlife) were found on the site, nor are any anticipated given present on-site conditions. Consequently, impacts to these resources are considered to be less than significant.[3,4]

Alternative 3 – Adaptive Reuse of the Existing Building to Secretary of Interior Standards

The removal and replacement of vegetation and ornamental trees would be the same under this alternative as Alternative 2, and would thus result in less than significant impacts. Wildlife disruption under this alternative, like Alternative 2, would be less than significant given that on-site animals are abundant and would likely reestablish in temporarily disturbed areas following construction. Since this alternative includes the removal of trees, potential impacts to active nest could occur resulting in potentially significant impacts.

---

3 California Department of Fish and Game, California Natural Diversity Data Base, December 8, 2003; and Site Visit conducted by Impact Sciences, Inc., April 9, 2002.

4 County of Los Angeles, *Significant Ecological Area Study*, 2000.

4.10.4 MITIGATION MEASURES (ALTERNATIVE 2 AND 3)

The following mitigation measure is required for both Alternative 2 and 3.

BIO-1 Within 15 days prior to exterior construction or site preparation activities that would occur during the nesting/breeding season of bird species potentially nesting on the site (typically March 1 through August 15), the applicant shall retain the services of a qualified biologist. The biologist shall conduct on-site surveys to determine if active bird nests, protected by the Migratory Bird Treaty Act and/or the California Fish and Game Code, are present within the construction zone. If active nests are found on or immediately adjacent to the site, a minimum buffer, as determined by the retained biologist, shall be temporarily fenced around the nest site. No construction activities shall be permitted within this nest zone until the young birds have fledged, as determined by the biologist.

4.10.5 ADVERSE IMPACTS AFTER MITIGATION (ALTERNATIVE 2 AND 3)

Impacts under Alternatives 2 and 3 would be less than significant.

4.11 CULTURAL RESOURCES

The following section contains paleontological resources, archaeological resources, and historic architecture.

4.11.1 PALEONTOLGICAL RESOURCES

This section of the EA/EIR presents the potential impacts to paleontological resources, archaeological resources, and historic architecture resulting from the project.

4.11.1.1 AFFECTED ENVIRONMENT

Paleontology involves the study of past geologic ages, focusing primarily on the study of fossils. Fossils are the remains or traces of plants and animals preserved in sedimentary rocks since some past geologic or prehistoric time. Fossils include casts of the hard parts of an organism (such as bone or shell); the original bone or shell material; petrified portions of an organism (where the original substance such as wood or bone has been replaced by mineral matter; preserved traces of animals such as burrows, tracks, or scat; and a number of other forms.

The project area is located in an area associated with the Central Block of the Los Angeles Basin. Significant earth movements dating to the middle Miocene complicate the geologic history in this area. Prior to the Miocene, the Pacific Ocean inundated the majority of the Los Angeles Basin—a phenomenon reflected in many wells throughout the Central Basin. Throughout the geologic history, thousands of feet of deposits accumulated in the Basin and today, the Basin is considered highly sensitive for fossil marine deposits.

The Los Angeles Basin is underlain by a thick (several thousand feet) sequence of Tertiary age sedimentary rocks. From oldest to youngest, these rocks are represented by the Topanga Formation, Puente Formation (also known as the Monterey Formation), and Fernando Formation. Each formation is comprised of rock layers alternating between sandstone, conglomerate, and siltstone. Younger Quaternary (Holocene) alluvial fan deposits cover the bedrock formations in many areas, including the proposed project area. These deposits consist predominantly of sand and silt, along with smaller amounts of gravel and clay.

The Los Angeles River, located to the east of the project area, is approximately 65 miles in length. It originates in the San Gabriel Mountains and drains into the Pacific Ocean at Long Beach. Prior to 1815, the Los Angeles River drained into an area further west. Today's channel is the result of the flooding of 1925, which etched its current course through the City's core. Significant depth of deposits, considered recent alluvium, caps the majority of the City of Los Angeles. In the proposed project area, recent alluvial deposits (Holocene soils) can be as deep as 50 to 100 feet, but there are locations where bedrock or other

rock formations may be shallower, particularly in the areas furthest from the river. However, the substrate undulates, and fossil remains have been uncovered in numerous areas in the project area vicinity at varying depths. Paleontological resources have been uncovered in younger alluvial soils beneath the intersection of Alameda and Macy Streets (at depths of 35 to 55 feet) and at a site north of 12th Street between Hill and Olive Streets (at a depth of 43 feet). These sites are south and west of the proposed project area, respectively.

Based on the above, the project area is considered to be sensitive for paleontological resources.

4.11.1.2 THRESHOLDS OF SIGNIFICANCE

The County of Los Angeles Initial Study (**Appendix 1.0**) suggests that a project would result in a significant impact to paleontological resources if it would meet the following criteria:

- Does the project site contain rock formations indicating potential paleontological resources?

4.11.1.3 POTENTIAL IMPACTS OF ALTERNATIVES

Alternative 1 – No Project Alternative

Under the No Project Alternative, the project site would remain in its present state. No impacts to paleontological resources would occur with the implementation of this alternative. Thus, the impacts are less than significant.

Alternative 2 – Repair and Reuse Alternative (Proposed Alternative)

Borings completed as part of the geotechnical study for this project indicate that there are no original soils on or present below the project site. Instead, subsurface conditions consist of different depths of construction fill on top of weathered bedrock. Along North Broadway, near Aliso Street, bedrock is present essentially at the ground surface. At Temple Street and North Broadway, however, 15 feet of construction fill overlies the bedrock. Three feet of construction fill is found over bedrock at Spring Street and Temple Street whereas, at Spring Street and Aliso Street, four feet of construction fill is present over bedrock

Grading for the construction of the new parking structure would include the removal of earth materials down to the level of the basement excavation, up to depths of 48 feet below the existing ground surface.

Because there is a possibility that paleontological resources may be present within the boundaries of the project site, these activities may impact undocumented paleontological resources. Destruction of presently unknown paleontological resources would be considered a significant impact. As a result, mitigation measures are recommended in this EA/EIR to reduce any potential impacts to unknown paleontological resources.

Alternative 3 – Adaptive Reuse of the Existing Building to Secretary of Interior Standards

Implementation of this alternative would result in the same impacts described under Alternative 2. Impacts associated with the destruction of undocumented paleontological resources would be significant.

4.11.1.4 MITIGATION MEASURES (ALTERNATIVES 2 AND 3)

The following mitigation measures are recommended for both Alternative 2 and 3:

PR-1 A qualified paleontologist shall be retained to monitor construction excavations in those portions of the project site that are underlain by geologic units with paleontological sensitivity. Monitoring shall include inspection of exposed rock units and microscopic examination of matrix to determine if fossils are present. If a representative initial sample of the site reveals no significant fossil remains to the satisfaction of the paleontological monitor, then such monitoring may be terminated.

PR-2 If fossils are present, the monitor shall collect matrix for processing. In order to expedite removal of fossil matrix, the monitor may request heavy machinery assistance to move large quantities of matrix out of the path of construction to designated stockpile areas. Testing of stockpiles shall consist of screen washing small samples (200 pounds) to determine if significant fossils are present. Productive tests will result in screen washing of additional matrix from the stockpiles to a maximum of 6,000 pounds per locality to ensure recovery of a scientifically significant sample. Fossils recovered shall be prepared, identified by qualified experts, and listed in a database to allow analysis. At each fossil locality, field data forms shall be used to record the locality. Stratigraphic columns shall be measured and appropriate scientific samples submitted for analysis.

Adverse Impacts After Mitigation (Alternatives 2 and 3)

With implementation of mitigation measures, impacts to paleontological resources from either Alternative 2 or 3 would be less than significant.

The following analysis incorporates information from the Phase I Archaeological Survey/Class III Inventory for the Hall of Justice Study Area, Los Angeles County, California, prepared by W&S Consultants in April 2003. This report can be are found in **Appendix 4.11(A)** of this EA/EIR.

4.11.2.1 AFFECTED ENVIRONMENT

Prehistoric and Historic Setting

The initial Native American occupation of the coast of Southern California appears to have occurred between about 11,000 and 8,500 years ago. Although significant numbers of sites predating about 8,000 before present (B.P.) are known for the central and Southern California coast, few have been found in Los Angeles County. Possible exceptions are skeletal remains from La Brea ("La Brea Woman") dated to about 9,000 years B.P., and Malaga Cove, a large site near Santa Monica Bay that probably predates 6,500 B.P.

Components dating to the period following about 8,000 B.P. (Millingstone Period) are much more common and appear in a variety of settings. Although abundant groundstone assemblages thought to imply a reliance on hard seeds mark these sites, archaeological research in Southern California increasingly demonstrates that this period was marked by regional differentiation and adaptation to local conditions.

The period beginning around 3,000 years ago apparently saw important settlement, subsistence, and technological changes. Some have suggested that these changes may be related to the arrival of Takic speaking groups from the east, but firm evidence for this occupation is scanty.

Sometime between 1,500 and 1,300 years ago, the patterns began to emerge which characterize the ethnohistoric Gabrielino. This period, the Late Prehistoric is characterized by generally high population densities and elaborate social, political, and technological systems not unlike those of the Chumash just to the north.

At the time of historic contact, the project area was occupied by the Gabrielino, speakers of Takic languages that occupied the Los Angeles Basin, the coast from Topanga Creek on the north to Aliso Creek on the south and the islands of San Clemente, Catalina, and San Nicolas. The closest known Gabrielino

settlement to the present project area was Yaanga, located near the present Civic Center. This settlement, widely regarded as the precursor of modern Los Angeles, was abandoned by 1836. Its exact location is unknown.

The first European contact in the area occurred in 1769, when the Portola expedition rode through the Los Angeles basin. The first mission established in the region was Mission San Gabriel, established in 1771. Before long, a pueblo was established to support the Mission. The pueblo prospered and by 1800, El Pueblo de los Angeles had become the largest Spanish settlement in California, and the most culturally diverse.

By the time Mexico had won its independence from Spain in 1821, Los Angeles was a leading town of New Spain. By 1835, the population of Los Angeles had grown to 1,650 and included a Native American population of 600. Los Angeles was declared a City, and was the newly appointed Capitol of Alta California, replacing Monterrey.

The United States declared war on Mexico in 1846, and ultimately, Mexico ceded the territory of Alta California to the United States. California gained statehood in 1850 and the County of Los Angeles was established. The population of Los Angeles continued to increase. Before long, Los Angeles had an established water department, Post Office, Police force, Public School system, and its first hotel, The Bella Union.

The gold rush boom and the expansion of the railroads in California demanded a cheap labor force, and potential opportunities for the arriving immigrants and settlers. As many took up residence in Los Angeles, the ethnic makeup of the community began to shift, with Hispanic, Japanese, and Chinese populations increasing.

Since the turn of the 20th Century, the City of Los Angeles has continually modernized and upgraded its City systems to support the flourishing communities. In 1904, Los Angeles began to acquire the water of Owens Valley, ultimately wrestling it from the residents of the area. The City quickly modernized the infrastructure, transportation, and communication networks, with power lines, aqueducts, cable cars, subways, and freeways. Much later would come the airports and interchanges. The influxes of specific ethnic populations into Los Angeles continued to fluctuate through the 20th Century as the City itself continued to grow.

Archival Record Search

An archival records search of archaeological site maps, records and files was conducted at the California State University, Fullerton (CSUF), Archaeological Information Center (AIC). This records search was conducted to determine whether the study area had been previously surveyed by archaeologists, and/or whether archaeological sites had been recorded on it. The complete results of this archival record search are included In **Appendix 4.11 (A)** of this EA/EIR.

Site files at the CSUF AIC indicate that the Hall of Justice study area had never been systematically surveyed by archaeologists, and that no sites had been recorded on it. One prehistoric archaeological site had been recorded within a half-mile radius of the study area, however, suggesting moderate archaeological sensitivity. A number of historical properties have also been identified within a half-mile radius of the proposed project. These include both standing architectural structures and historical archaeological sites.

In addition to the record search, two sets of auger boring logs were examined to determine the status of the subsurface soils on the property. The first of these logs were from 1963. More extensive borings were recently completed (March 2003) by Converse Consultants for a geotechnical study. These demonstrate that no original soil is present on or below the study area. Instead subsurface conditions consist of different depths of construction fill on top of weathered bedrock. Along North Broadway, near Aliso Street, bedrock is present essentially at the ground surface. At Temple Street and North Broadway, however, 15 feet of construction fill overlies the bedrock. Three feet of construction fill is found over bedrock at Spring Street and Temple Street whereas, at Spring Street and Aliso Street, four feet of construction fill is present over bedrock. This fill has the potential to contain historical archaeological resources, specifically evidence of the use of the property prior to the construction of the Hall of Justice.

In summary, the record search indicates that no known archaeological sites exist in the study area. Examination of the auger borings suggest that there is essentially no likelihood for intact prehistoric archaeological remains. These same borings indicate that historical archaeological remains may be present, in that borings through such remains can be interpreted as fill. The archaeological sensitivity of the study area is considered very low for prehistoric remains and moderate to high for historical archaeological resources.

Field Survey

An intensive Phase I surface survey/Class III inventory of the Hall of Justice study area was conducted by W & S Consultants on 19 April 2003. This survey was intended to assess the current status of the study area, to locate and record archaeological sites if possible, and to identify areas that appeared to have high potential for archaeological remains.

Because the study area has been fully developed and urbanized, the approach taken to the field investigation was the identification of areas of open ground surface that might provide some clue as to the nature of the soils present in a given locale. The survey then involved intensive examinations of the ground surface in areas where such could be observed, although these were extremely limited, consisting only of a few spots around the edges of the property. Ground surface visibility, in other words, was close to non-existent for the study area.

No evidence for archaeological resources of any kind could be observed within the study area. However, field conditions were such that any extant remains of a prehistoric or historical nature within the study area would have been difficult if not impossible to identify in the field.

4.11.2.2 THRESHOLDS OF SIGNIFICANCE

County of Los Angeles

The County of Los Angeles Initial Study (**Appendix 1.0**) suggests that a project would result in a significant impact to archaeological resources if it would meet the following criteria:

- Is the project site in or near an area containing known archaeological resources or containing features (drainage course, spring, knoll, rock outcroppings, or oak trees) which indicate potential archaeological sensitivity?

California Environmental Quality Act

According to Appendix G of the CEQA *Guidelines*, a project would cause a significant environmental impact if it will:

"(b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5."

National Environmental Policy Act/National Register of Historic Places Criteria

The quality of significance in American history, architecture, archaeology, and culture is present in districts, sites, buildings, structures, and objects of state and local importance that possess integrity of location, design, setting, materials, workmanship, feeling and association, and:

(a) That are associated with events that have made a significant contribution to the broad patterns of our history; or

(b) That are associated with the lives of persons significant in our past, or

(c) That embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction, or

(d) That have yielded, or may be likely to yield, information important in prehistory or history.

4.11.2.3 POTENTIAL IMPACTS OF ALTERNATIVES

Alternative 1 – No Project Alternative

Under the No Project Alternative, the project site would remain in its present state. No impacts to archaeological resources would occur with the implementation of this alternative. Thus, the impacts are less than significant.

Alternative 2 – Repair and Reuse Alternative (Proposed Alternative)

An intensive Phase I archaeological survey/Class III inventory was conducted for the Hall of Justice study area. This involved background studies reviewing the prehistory and ethnography of the study area; an archival records search to determine whether any prehistoric or historical archaeological sites had been recorded or were known to exist on this property; a review of auger boring logs; and an intensive on-foot survey of the study area.

The Phase I archaeological survey/Class III inventory of the study area failed to find evidence in the field for the existence of extant archaeological resources of any kind. The background review of the prehistory and ethnography of this region, moreover, revealed the fact that no known archaeological sites have been recorded within or in the immediate vicinity of the study area. The auger borings demonstrated the presence of a layer of construction fill overlying bedrock. While the presence of this construction fill effectively precludes the existence of intact prehistoric archaeological resources within the study area, it

also raises the possibility that historical archaeological resources may be present. Based on these findings, construction of the new parking structure and repair of the building does not appear to have the potential to result in adverse impacts to known prehistoric archaeological resources. However, the existing construction fill below the project site has the potential to contain historical archaeological resources, which might be adversely effected due to construction and earthmoving activities. Consequently, potential impacts are considered to be significant.

Alternative 3 – Adaptive Reuse of the Existing Building to Secretary of Interior Standards

Implementation of this alternative would result in the same impacts described under Alternative 2. Impacts associated with the destruction of undocumented archaeological resources would be significant.

4.11.2.4 MITIGATION MEASURES (ALTERNATIVES 2 AND 3)

AR-1 All subsurface grading on the site shall be monitored by an archaeologist to ensure that no intact archaeological resources are impacted. In the event that archaeological resources are unearthed during project subsurface activities, all earth disturbing work within a radius to be determined by the monitoring archaeologist must be temporarily suspended or redirected until the monitoring archaeologist has evaluated the nature and significance of the find. After the find has been appropriately mitigated, work in the area may resume.

AR-2 If human remains are unearthed, State Health and Safety Code Section 7050.5 requires that no further disturbance shall occur until the County Coroner has made the necessary findings as to origin and disposition pursuant to Public Resources Code Section 5097.98. If the remains are determined to be of Native American descent, the coroner has 24 hours to notify the Native American Heritage Commission (NAHC). The NAHC will then contact the most likely descendant of the deceased Native American, who may then serve as a consultant on how to proceed with the remains (i.e., avoid, rebury).

Adverse Impacts After Mitigation (Alternatives 2 and 3)

With implementation of mitigation measures, impacts to archaeological resources from either Alternative 2 or 3 would be less than significant.

The following analysis incorporates information from the Cultural Resources Technical Report, Proposed Renovation of Hall of Justices, Los Angeles, California, prepared by Historic Resources Group Consultants in May 2003. This report can be are found in **Appendix 4.11(B)** of this EA/EIR.

4.11.3.1 AFFECTED ENVIRONMENT

Historical Designations

A property may be designated as historic by national, state, and local authorities. In order for a building to qualify for listing in the National Register or the California Register, it must meet one or more identified criteria of significance. The property must also retain sufficient architectural integrity to continue to evoke the sense of place and time with which it is historically associated. The Hall of Justice has been determined eligible to be listed in the National Register and the California Register of Historical Resources. The building is not designated at the local level. An explanation of these designations follows.

National Register of Historic Places

The Hall of Justice has been determined eligible for listing in the National Register of Historic Places. The State Office of Historic Preservation made this determination.

The National Register of Historic Places is "an authoritative guide to be used by federal, state, and local governments, private groups, and citizens to identify the nation's cultural resources and to indicate what properties should be considered for protection from destruction or impairment." The National Park Service administers the National Register. However, the federal regulations explicitly provide that National Register listing of private property "does not prohibit under federal law or regulation any actions which may otherwise be taken by the property owner with respect to the property." Listing in the National Register assists in preservation of historic properties through:

- Recognition that a property is of significance to the nation, the state, or the community; consideration in the planning for federal or federally assisted projects;
- Eligibility for federal tax benefits; consideration in the decision to issue a surface coal mining permit; and
- Qualification for federal assistance for historic preservation, when funds are available.

To be eligible for listing and/or listed in the National Register, a resource must possess significance in American history and culture, architecture, or archaeology. Listing in the National Register is primarily honorary and does not in and of itself provide protection of an historic resource. The primary effect of listing in the National Register on private owners of historic buildings is the availability of financial and tax incentives. In addition, for projects that receive federal funding, a clearance process must be completed in accordance with Section 106 of the National Historic Preservation Act. State and local laws and regulations may apply to properties listed in the National Register.

California Register of Historical Resources

The Hall of Justice is listed in the California Register of Historical Resources. The California Register is an authoritative guide in California used by state and local agencies, private groups, and citizens to identify the state's historical resources and to indicate what properties are to be protected, to the extent prudent and feasible, from substantial adverse change.

The criteria for eligibility for listing in the California Register are based upon National Register criteria. The California Register consists of resources that are listed automatically and those that must be nominated through an application and public hearing process. The California Register automatically includes the following:

- California properties listed in the National Register of Historic Places (Category 1 in the State Inventory of Historical Resources) and those formally Determined Eligible for listing in the National Register of Historic Places (Category 2 in the State Inventory).
- California Registered Historical Landmarks from No.0770 onward.
- Those California Points of Historical Interest that have been evaluated by the Office of Historic Preservation (OHP) and have been recommended to the State Historical Resources Commission for inclusion in the California Register.

Other resources which may be nominated for listing in the California Register include:

- Historical resources with a significance rating of Category 3 through 5 in the State Inventory. (Categories 3 and 4 refer to potential eligibility for the National Register, while Category 5 indicates a property with local significance.)
- Individual historical resources.
- Historical resources contributing to historic districts.
- Historical resources designated or listed as a local landmark.

The Hall of Justice was automatically listed in the California Register because it was determined eligible for listing in the National Register, or Category 2 in the State Historical Resources Inventory. The building was officially determined eligible by the Federal Emergency Management Agency (FEMA) and State Historic Preservation Office (SHPO).

History of Hall of Justice

The Hall of Justice was designed in 1925 by the Allied Architects Association as part of the Los Angeles City-County Civic Center, a complex of buildings intended to house City, County, and federal offices in downtown Los Angeles. In addition to the Hall of Justice, the Civic Center was originally planned to include the Los Angeles City Hall, the Los Angeles Public Library, a Hall of Records, and various other structures for County and federal departments. As a single building, which accommodated a wide range of public services, the Hall of Justice represented an effort to create a streamlined criminal justice system. All levels of the County criminal justice system were housed in the Hall of Justice, giving the building a strong presence in the community and reinforcing the City and County's commitment to law enforcement.

Developed by the County of Los Angeles, the Hall of Justice cost just over six million dollars to construct. At the time of its completion in 1926, it was the largest building in Los Angeles County.[1] The structure was designed with elements of the Beaux-Arts Classicism and Italian Renaissance styles; the building integrated the criminal justice system by providing space for various departments and organizations in one building. The exterior presented an imposing edifice of strength and control, while the interior design accommodated the diverse needs of the County's criminal justice system. The building included the latest technical innovations, emergency telephones for guards in the jail and a 1st-floor morgue with spaces for sixty-eight bodies which, according to the *Los Angeles Times*, "may be kept indefinitely in air-tight, glass-enclosed cells."[2] Although built by the County, the Hall of Justice was intended to be used by other civic entities as well. A 1925 issue of *Southwest Builder and Contractor* reported that the "Los Angeles City Council has decided to enter into contract with the County for space for the police department, police courts, receiving hospital and City prosecutor in the new Hall of Justice at an annual rental of $67,760."[3]

The commitment to all levels of criminal justice was reinforced by the building's interior design. When it opened in 1926, the Hall of Justice included spaces for the sheriff's department, County jail, district

1 Hector Tobar, "Grime and Punishment". *Los Angeles Times*, 23 February 1993, page B3.

2 Ibid., page B3.

3 *Southwest Builder and Contractor*, 23 January 1925, page 47.

attorney's office, City attorney, prosecuting attorney, municipal and superior courts, and the coroner. It has been described as "a masterpiece of practical design" that combined "a jail in the upper four stories...with a complex of courtrooms on the floors just below and offices for the district attorney and other law enforcement agencies at the bottom."[4] The public spaces, including a grand entrance lobby, occupied the first two floors of the building. Offices for the sheriff's department were housed on the 2nd through 6th floors. The district attorney's office was on the sixth floor, and the courts were located on the 7th and 8th floors, with the high ceilings of the courtrooms extending up through the 9th floor. The judges' chambers and jury rooms were also located on the 8th floor. The uppermost five floors housed the jail cellblocks, visitation areas, medical facilities, and a kitchen. Finally, the roof served as an inmate recreation area, library, and laundry.

This division of interior space mirrored the tripartite division of the exterior façades of the building. The divided facades were designed to reflect the three parts of a classical column, but this exterior division also paralleled the interior configuration of the building. The interior spaces were divided into three major groups, and this division was reflected in the allocation of floor levels. The groups of spaces included public circulation areas (floors 1-2), law enforcement and judiciary (floors 2-9), and prisoner detention (floors 10-14). This distinct division of interior use was echoed in the exterior tripartite design.

Architectural Description

Construction and Massing

The regular massing and symmetrical design of the Hall of Justice are two of the building's most prominent visual characteristics. The building is rectangular in plan with a substantial footprint. It is fourteen stories high, not including a basement level, an equipment storage penthouse at the roof level, and a distinctive mansard parapet, which rises above the roofline. Each of the four exterior facades is symmetrical in massing and features identical wall finishes, fenestration patterns, and repeating ornamental elements. The total height of the building is approximately 195 feet, measured from grade to the mansard roof parapet. The basement occupies approximately 41,500 square feet, while the 1st through 14th floors occupy approximately 35,000 square feet each. The gross floor area of the building is, thus, approximately 537,585 square feet.

The building is of steel-frame and concrete construction. The 14-story structure was constructed with riveted steel frames composed of beams and columns encased in unreinforced concrete. Around the

---

4 Allan Parachini, "Policies Handcuff Old Jail, Hall of Justice Facilities Unused Since 1979." *Los Angeles Times*, 15 July 1981, part V, page 6.

perimeter of the building, the concrete encasement is enlarged and reinforced to form the exterior structural wall panels. In the basement, the perimeter exterior walls are 42 inches thick and also function as retaining walls. The penthouses at the roof, which shelter the elevator hoisting equipment, were constructed of concentrically braced steel frames encased in concrete. The roof parapet is composed of steel trusses, which hold the roofing tiles and enclose the jail's exercise area.

Exterior

The exterior design of the Hall of Justice incorporates elements from the Beaux-Arts Classicism and Italian Renaissance styles of architecture. As the style adopted for many public and government buildings in the United States between 1880 and 1930, Beaux-Arts Classicism was borne out of the pictorialism professed at the Ecole des Beaux-Arts in Paris in the 19th Century. Identified by such characteristics as symmetrical facades, light colored walls, elaborate detailing, and decorative ornamentation, this style is often described as grandiose and monumental. The Italian Renaissance style was popular in the United States primarily between 1890 and 1935 and was used extensively for major building projects in metropolitan areas. Its defining characteristics include symmetrical facades, stone-veneered exterior walls, arched door surrounds, recessed porches, flat roofs, belt courses, and colonnades.

Perhaps the most notable element, which reflects the use of the beaux-arts Classicism style, is the tripartite division of the building (refer to **Figures 4.5-5** and **4.5-6**). This division suggests the three parts of a classical column—base, shaft, and capital. The first three floors, distinguished by the use of granite veneer stacked as flush rectangular blocks, form a visual base, which supports the rest of the building. A belt course runs the entire length of each façade between the 3rd and 4th floors. The 4th through 9th floors, with an exterior of cut granite veneer, act as the building's shaft, while the uppermost floors and roofline serve as an ornamental capital. This tripartite division is used on all four exterior facades, giving the building a strong sense of symmetry and unity.

The fenestration pattern, ornamentation, and colonnades further reinforce the symmetrical design. The 1st through 11th floors feature steel-framed, double-hung windows. The remaining upper floors have steel-framed, multi-paned windows with wire glass and decorative metal screens. The windows have operable awning sashes. The first two floors of each facade contain varying numbers of windows due to the slope of the site, but the 3rd floor of each façade has 14 window openings. The 4th through 8th floors, the shaft of the building, contain a grid pattern of identical windows. Each floor has 14 windows openings, spaced as a central group of twelve flanked by two single windows on each corner. The 10th and 11th floors feature smaller double-hung windows virtually obscured by surrounding decorative

elements. On the 9th floor, these windows sit between panels of terra cotta ornamentation, and on the 10th floor they are set in the recessed walls behind a projecting balustrade.

The terra cotta ornamentation runs the entire length of each facade beginning at the 10th floor level and continuing on each upper floor to the cornice line. The ornamentation on the 9th floor is composed of panels echoing the size of the lower wall expanses between window openings. These panels are of two types. The smaller panels have a festoon draped with ribbon set between two urns with a rosette in the center. The larger panels depict a southwestern cow skull flanked by sets of the festoons, rosettes, and urns identical to those in the smaller panels. Each façade features two larger panels at each corner and eleven smaller panels in the main body of the façade. Above these panels is a projecting balustrade supported by brackets. A terra cotta course with a Greek key design runs along the length of the walls just above the balustrade.

Behind the balustrade, and rising from the 11th to the 13th floors, is a symmetrical colonnade composed of eleven granite Doric columns in the main body of the facade. Within this colonnade, the exterior walls are recessed approximately four feet and contain multi-paned, steel-framed windows. Flanking the colonnade at the corner edges of the facades are two windows and two sets of paired square pilasters.

The 14th floor is marked by a frieze of terra cotta panels set in the same pattern as those at the 9th floor but with different motifs. The smaller panels feature various rosettes and acanthus leaves surrounding a central foliated design. The larger panels have geometric shapes flanking a central element. Set between the panels are small, steel-framed double-hung windows with a distinct square shape. A terra cotta egg-and-dart molding runs the entire length of the façade above the panels and windows. The cornice line is punctuated by terra cotta ornamentation in the forms of foliation and slightly projecting facial figures.

A hipped mansard parapet of steel and concrete construction characterizes the roof. The sloped sides of the parapet were originally finished with Cordova clay tile, but the roofing material was later changed to standing seam metal. Behind the parapet is a flat roof with a paved walking surface. Sitting atop the flat roof are penthouse storage areas used to store the elevator hoisting equipment. These penthouses are constructed of concrete, concrete block, and brick finished with exterior plaster.

Interior

When the Hall of Justice was constructed in 1925, it was designed to accommodate a wide variety of functions for the County of Los Angeles. Original interior spaces included the County morgue, offices for the tax collector, spaces for law enforcement and justice agencies, courtrooms, and the County jail.

Access to these various spaces was an important consideration, so the building was designed with various points of entry. Entrances to the building are located on the east (Spring Street) façade on the first level, and on the south (Temple Street), west (Broadway).

The use of the Hall of Justice has changed over time, but the interior configuration and spaces have remained substantially intact. Due to the specific needs of the building's tenants, each floor was designated for certain activities. The spatial configuration of each floor reflected these diverse needs, as did the varying floor-to-floor heights on each floor. A unique feature of the building is the different floor-to-floor heights, ranging from 9 feet 6 inches on the 10th floor to 17 feet on the 2nd floor.

In addition to the varying floor-to-floor heights, character-defining features of the building's interior include the use of interior light wells, original materials, and the configuration of spaces based on specific use. Interior light wells occur at and above the 1st floor at the north and south ends of the building. The south light court is further divided into two light wells at the 1st through 3rd floor levels due to corridors and offices located at the centerline of the building. These light wells provided natural light for the building and represent a significant architectural design feature.

Significant original material is present throughout the building. In the non-detention areas, the majority of the interior partition walls are hollow clay tile finished with plaster, although much of this material is cracked and otherwise damaged. In corridors and public areas, the walls have marble wainscots and bases. Ceilings are typically composed of a metal grid system with metal lath and finished with plaster with approximately 20 percent of the ceiling significantly damaged due to water. In the main lobby and courtrooms, the ceilings are decorated with ornate plaster. Floors throughout the non-detention areas consist of a combination of asbestos floor tiles, terrazzo, and marble in public areas and corridors. Most of the office spaces have hollow metal doors with glass panels. The public areas on levels seven and eight feature wood paneled doors, and the detention floors utilize steel bar grate doors. Many of the doors include sidelights and transoms; some have original locksets. The restrooms are also significant spaces with original material. Most of the restrooms have ceramic tile wainscots, marble toilet partitions with paneled hollow metal doors, and terrazzo floors.

Many of the spaces in the Hall of Justice were designed to serve a specific purpose. The layouts of these spaces are significant and character-defining features of the building. For example, portions of the 1st and 2nd floors were designed as the primary public spaces. As such, they include large lobby spaces and circulation corridors that provide access to the entire floor. The 3rd through 6th floors accommodated various offices, so the configuration is a simple layout of corridors connecting to office suites with a central elevator lobby. The 7th and 8th floors housed the courtrooms, requiring a configuration of large

spaces interspersed with smaller offices. Finally, the 10th through 14th floors were designed to serve as detention floors and consist of a series of regularly patterned cellblocks. The unique spatial configuration of the floors is an important aspect of the building and reflects its original function as a multi-use public structure.

The means of circulation, namely the stairways and elevators, are also character-defining features of the building's interior. The main stairways are located at the northwestern side of the south light court and at the northeastern side of the north light court. Significant characteristics of the original staircases include marble wainscots, iron treads and risers, decorative iron and hardwood railings, and decorative iron newel posts. The staircases in the detention areas have plain iron railings and posts. In addition to the stairways, circulation is provided by a central bank of elevators. The elevators run from the 1st floor up to the 8th floor and are accessed through a central elevator lobby. The configuration of the elevator lobby space is the same on floors one through eight, and these spaces retain such original material as marble walls and a plaster cornice. The elevator cabs retain the original Llewellen cast iron housing, hardwood interior paneling, and control hardware.

Grand Lobby

The grand lobby is located in the center of the building on the 2nd floor and serves as the main public entrance area. It is characterized by a wide, open space and intricate decorative details. The lobby is accessed by a stairway at a higher entrance on the west elevation and extends to a similar entrance on the east elevation. The lobby then branches to the south and reaches to an altered south corridor which extends to an entrance at the south elevation. An interior bridge spans the east lobby entrance, connecting the north and south portions of the 2nd floor.

Significant features of the grand lobby include vaulted and coffered plaster ceilings with decoratively painted finishes, hollow clay tile walls finished with marble veneer, and marble columns with Ionic marble capitals. Decorative pendant lighting fixtures are suspended from the ceiling. A monumental staircase sits in the main lobby and provides a grandiose entry into the building. The staircase has marble treads and risers, and plain tubular bronze railings and newel posts.

Courtrooms

The courtrooms are located on the 7th and 8th floors of the Hall of Justice. These two floors contain a mixture of large, open spaces, which served as courtrooms and smaller, confined spaces, which served as offices and chambers. Most of the larger spaces have been modified or reconfigured over the years. The spaces used for courtrooms are located along the perimeters of all four walls. The majority of these spaces feature hollow clay tile walls finished with plaster and original wood paneled doors, most of which show moderate to severe damage. Several of the courtrooms have hardwood wall paneling, ornamental plaster ceilings and friezes, and decorative iron radiator grilles. The configuration of these courtroom spaces and the remaining original fabric are character-defining features and echo the original design and intent of the building.

Jail Cells

The cellblocks are original spaces of the building and are located on the 10th through 14th floors. They consist of a range of single-story cells varying in number from eight to eighteen depending on the floor level. Access to each cellblock is provided through a secure vestibule with bar grate swinging gates. These vestibules commonly serve two or more cell groupings. The inmate area is secured by a continuous perimeter of steel, primarily in the form of bar grates, which separate the inmate and staff circulation areas. Indirect natural light enters the cellblocks through windows along the interior light wells and along the street side exterior elevations.

The typical inmate cell is made of steel plates with bar grate fronts attached by steel angles to the concrete structure at the floor and ceiling. The cell is furnished with wall-mounted accessories, including two steel bunks, a vitreous china lavatory, and a toilet. The cells have manual sliding doors with individual and gang release capabilities controlled from a panel at the end of the cellblock.

Each of the detention floors, ten through thirteen, contain a core area with varying functions related to inmate management. The 10th floor core has a visiting area allowing for contact and the inmate dining area. The 11th floor contains shower, dressing, and property storage areas. The 12th floor core was used for non-contact visitation, and the 13th floor contained a variety of program spaces. The 14th floor contained the kitchen and infirmary. Each of these core areas provided space for essential activities associated with the Hall of Justice detention system.

Character-Defining Features

The Hall of Justice retains many of its exterior and interior character-defining features. These features define the building and contribute to its significance as a monumental work of architecture and as an important piece of local history. Character-defining features are identified in **Table 4.11-1, Character-Defining Features of the Hall of Justice**. This table was prepared as part of an independent review of the existing conditions of the Hall of Justice by Historic Resources Group in August 2001.

Table 4.11-1
Character-Defining Features of the Hall of Justice

Item No.	Level	Space or Feature
EXTERIOR		
1	All above-grade	*Building and setting* Configuration of building footprint, height and volume; yards, and their relationships to public entrances and sidewalks; setbacks; yards; paved areas; landscaped areas.
2	All above-grade	*Exterior walls* With few exceptions, such as window-mounted air conditioning units, all extant exterior features are character defining. Included are masonry, doors and doorframes and hardware, windows and window frames and hardware, and standing seam metal.
2.1	All	Windows
2.2	All	Light wells
INTERIOR		
3	B-Roof	*Floor structures and elevations*
4	B	*Vehicular door and ramps*
5	B	*Skylight* Concrete frame and glass block skylight at the base of the light well (abandoned and roofed over).
6	B	*Service elevator* Cab, Llewellyn cast iron control housing
7	B-Roof	*Stairwells and stairs* Those in their original locations, open wells and relationships to original corridor configurations. Characteristics of stairs include marble wainscots, decorative iron and hardwood railings, undecorated iron railings in detention areas, and original risers and treads.
8	1-Roof	*Fire escapes*
9	1-9	*Terrazzo floor finishes*
10	1-8	*Corridors:* Configuration, walls and ceilings of those corridors, which have plaster and lath ceilings, plaster and lath walls, and in many cases marble wainscots.

Item No.	Level	Space or Feature
11	1-8	*Elevator lobbies* Configuration of space; elevator cab openings; marble walls; plaster cornice.
12	1-8	*Doors* Paneled doors, painted hollow metal, glazed or unglazed; Paneled doors, simulated-wood grain painted on metal, glazed or unglazed; Door locksets; Sidelights and transoms associated with doors 10-panel wood doors found on floors 7 and 8
13	1-8	*Toilets* Marble W.C. stall partitions, hardware, and hollow metal doors; White glazed tile wainscots; Terrazzo floors; Original fixtures, fittings and accessories.
14	1	Room with glazed white tile walls on west wall of light well.
15	B-8	*Lighting fixtures* Ceiling-mounted fixtures with circular metal bases and white or obscure glass shades; Enameled metal ceiling pendant up-lights (level 6)
16	Lobby (betw. 1 & 2)	*Main lobby* Wide space and stairs which extend from a higher entrance with metal doors and frames on the west elevation down to a similar entrance on the east elevation, and a south corridor (altered) which extends to a similar lobby entrance at the south elevation. Significant features include coffered plaster ceilings, decorative pendant lighting fixtures, metal railings, stone columns, stone walls, vaulted plaster ceilings with decoratively painted finishes, elevator dial, and an interior bridge which spans the east lobby entrance, connecting the north and south portions of the 2nd floor.
17	1-9	*Marble floor bases*
18	1-Roof	*Light well* Rectangular configuration; bisected with corridor at floors 1 to 3; glazed brick walls; steel windows and glazing.
19	7	*Decorative iron radiator grilles* East wall, under window openings.
20	7-8	*Hardwood wall paneling* Stained, or stained and subsequently painted.
21	7-8	*Courtroom suites* The configuration of courtrooms, associated judges chambers, law library space, corridors and stairways leading up to the 9th floor and detention spaces are character-defining.
22	7-8	*Decorative plaster ceilings and friezes*
23	7-8	*Decoratively painted walls* Plaster walls scored and painted to simulate stone walls.
24	8	*Hardwood door with security grille* Secure space in southwest quadrant.
25	8	*Elevator cabs* (parked at level 8) Hardwood paneling; original control hardware, including Llewellen cast iron housing
26	9	*Wood and textured glass stairway enclosures*

Item No.	Level	Space or Feature
27	9	*Holding "tank" space and security bar grilles*
28	10	*Jail entrance, visitors room, day room for prisoners*
29	10-13	*Painted plaster scored to resemble brick as in a running bond pattern*
30	10-13	*Corridors, vestibules, stairs, cells, cell block configuration, bar grilles, cell door controls, original hinged bed frames*
31	13	*Day room and stairs at southwest corner*
32	14	*Configuration of corridors, dining rooms, and kitchen*
33	14	*Solitary cell block (2 cells) in southeast quadrant*
34	15	*Roof configuration*
35	All	Structural system
36	All	Hollow clay tile partitions

4.11.3.2 THRESHOLDS OF SIGNIFICANCE

California Environmental Quality Act

Under the California Environmental Quality Act (CEQA), adopted in 1970 and most recently revised in 1998, the potential impacts of a project on historical resources must be considered. The purpose of CEQA is to evaluate whether a proposed project may have an adverse effect on the environment and, if so, if that effect can be reduced or eliminated by pursuing an alternative course of action or through mitigation measures.

The impacts of a project on an historical resource may be considered an environmental impact. Section 21084.1 of the California Public Resources Code states:

- A project that may cause a substantial adverse change in the significance of an historical resource is a project that may have a significant effect on the environment.

For purposes of this section, an historical resource is a resource listed in, or determined to be eligible for listing in, the California Register of Historical Resources.

Thus, under CEQA, an evaluation of project impacts requires a two-part inquiry: a determination of whether or not the resource is historically significant and a determination of whether the project will result in a "substantial adverse change" in the significance of the resource.

Historic Significance

A building is considered historically significant, and therefore an "historical resource" under CEQA if it meets the criteria for listing in the California Register of Historical Resources. Buildings formally determined eligible for listing in the National Register of Historic Places are automatically listed in the California Register.[5] The Hall of Justice is, therefore, considered an "historical resource" under CEQA because it has been determined to be eligible for listing in the National Register of Historic Places.

Determination of Impacts

In determining potential impacts, a "substantial adverse change" means "demolition, destruction, relocation, or alteration of the resource such that the significance of an historical resource would be materially impaired."[6] The setting of a resource should also be taken into account in that it too may contribute to the significance of the resource, as impairment of the setting could affect the significance of a resource. Material impairment occurs when a project:

1. Demolishes or materially alters in an adverse manner those physical characteristics of an historical resource that convey its historical significance and that justify its inclusion in, or eligibility for, inclusion in the California Register of Historical Resources; or

2. Demolishes or materially alters in an adverse manner those physical characteristics that account for its inclusion in a local register of historical resources pursuant to Section 5020.1(k) of the Public Resources Code or its identification in an historical resources survey meeting the requirements of Section 5024.1(g) of the Public Resources Code, unless the public agency reviewing the effects of the project establishes by a preponderance of evidence that the resource is not historically or culturally significant; or

3. Demolishes or materially alters in an adverse manner those physical characteristics of a historical resource that convey its historical significance and that justify its eligibility for inclusion in the California Register of Historical Resources as determined by a lead agency for purposes of CEQA.[7]

CEQA regulations identify the Secretary of the Interior's Standards as the measure to be used in determination of whether or not a project adversely impacts an "historical resource". Section 15064.5(b)(3) of the CEQA *Guidelines* states:

> *"Generally, a project that follows the Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings or the Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings (1995), Weeks and Grimer, shall be considered as mitigated to a level of less than a significant impact on the historical resource."*

---

5 See Cal. Public Resources Code 5024.1(c)

6 See Cal. Public Resources Code 5020.1(q).

7 State CEQA *Guidelines*, 15064.5(b)(2).

Moreover, projects which strictly adhere to the Secretary of the Interior's Standards may be determined categorically exempt in that they have been determined not to have a significant effect on the environment, thus, exempting it from the provisions of CEQA.[8] However, the categorical exemption is not permitted when a project "may cause a substantial change in the significance of a historical resource."[9]

The Secretary of the Interior's Standards are as follows:[10]

1. A property will be used as it was historically or be given a new use that requires minimal change to its distinctive materials, features, spaces, and spatial relationships.

2. The historic character of a property will be retained and preserved. The removal of distinctive materials or alteration of features, spaces, and spatial relationships that characterize a property will be avoided.

3. Each property will be recognized as a physical record of its time, place and use. Changes that create a false sense of historical development, such as adding conjectural features or elements from other historic properties, will not be undertaken.

4. Changes to a property that have acquired historic significance in their own right will be retained and preserved.

5. Distinctive materials, features, finishes, and construction techniques or examples of craftsmanship that characterize a property will be preserved.

6. Deteriorated historic features will be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new feature will match the old in design, color, texture, and, where possible, materials. Replacement of missing features will be substantiated by documentary and physical evidence.

7. Chemical or physical treatments, if appropriate, will be undertaken using the gentlest means possible. Treatments that cause damage to historic materials will not be used.

8. Archeological resources will be protected and preserved in place. If such resources must be disturbed, mitigation measures will be undertaken.

9. New additions, exterior alterations, or related new construction will not destroy historic materials, features, and spatial relationships that characterize the property. The new work shall be differentiated from the old and will be compatible with the historic materials, features, size, scale and proportion, and massing to protect the integrity of the property and its environment.

10. New additions and adjacent or related new construction will be undertaken in such a manner, that if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.

---

8 State CEQA *Guidelines* 15300 and 15331.

9 State CEQA *Guidelines* 15300.2(f).

10 Weeks, Kay D. and Anne E. Grimmer. *The Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, or Reconstructing Historic Buildings.* Washington, D.C.: U.S. Department of the Interior, 1995, p.62.

Therefore, in determining the impact of a project on an "historical resource," CEQA and the CEQA *Guidelines* require the application of the Secretary of the Interior's Standards to the question of whether the project demolishes or alters the resource, in particular those physical characteristics of the historical resource that convey its historical significance. The physical characteristics that convey significance are also referred to as the character-defining features of the building.

National Historic Preservation Act/National Environmental Policy Act

The significance of impacts to historic resources under NEPA is based on the standards of review under Section 106 of the National Historic Preservation Act (NHPA). Section 106 of the NHPA requires federal agencies to take into account the effect of their undertaking on historic properties and to afford the Advisory Council on Historic Preservation a reasonable opportunity to comment. In accordance with the Advisory Council on Historic Preservation's regulations implementing Section 106 of the NHPA (36 CFR Part 800, *Protection of Historic Properties*), impacts to resources and the cultural landscape are identified and evaluated by the Section 106, Step by Step process as follows: (1) undertaking determination; (2) determining the area of potential effects; (3) identifying historic properties: (4) assessing effects; and (5) actions to follow after assessing effects. These steps are further discussed below:

Undertaking Determination

The agency initiating a project determines if the proposed project or action is an undertaking by deciding whether the proposed action could result in changes in the character or use of any historic properties. It is important to remember that the agency does not need to know whether historic properties are present of if they will be subject to change.

Determining Area of Potential Effects

If the action is an undertaking, the agency must next determine the undertaking's "area of potential effects," which is defined as "the geographic area or areas within which an undertaking may cause changes in the character or use of historic properties, if any such properties exist," [36 CFR 800.2(c)]. It is not necessary to know that the area in question contains historic properties, or even to suspect that such properties exist, in order to determine the area of potential effects. The area of potential effects is not always a contiguous area; there may be multiple alternative project sites or multiple areas in which changes are anticipated.

Identifying Historic Properties

The first requirement in identification is that the agency review all available information that can help it determine whether historic properties might be in the area of potential effects. The agency must make a reasonable and good faith effort to locate historic properties that may be affected by the undertaking, and gather enough information to evaluate the properties' eligibility for listing in the National Register.

When properties are found that may be historic but have not been evaluated, it is the agency's responsibility to decide whether the properties are eligible for the National Register. The agency and SHPO consult about eligibility for each property within the area of potential effects. If the property is found to be ineligible the Section 106 review is completed. It the property is found to be eligible the effects of the undertaking on the property must be assessed.

Assessing Effects

Once the agency has identified eligible historic properties, it then determines whether its proposed undertaking could affect the properties. The criteria of effect and adverse effect are used to determine potential effects on historic properties. The criterion of effect states that "an undertaking has an effect on a historic property when the undertaking may alter characteristics of the property that may qualify the property for inclusion in the National Register." [36 CFR 800.9(b)] The criteria of adverse effect states that "an undertaking is considered to have an adverse effect when the effect on a historic property may diminish the integrity of the property's location, design, setting, materials, workmanship, feeling, or association." [36 CFR 800.9(b)]

When applying the criteria of effect and adverse effect, there are three possible findings:

- **No Effect:** There is no effect of any kind, neither harmful nor beneficial, on the historic properties.
- **No Adverse Effect:** There could be an effect, but the effect would not be harmful to those characteristics that qualify the property for inclusion in the National Register.
- **Adverse Effect:** There could be an effect, and that effect could harm characteristics that qualify the property for inclusion in the National Register.

Actions to Follow After Assessing Effects

If the project will have no effect on historic properties, the proposed undertaking may proceed. If the project will have no adverse effect on historic properties, the agency must submit project documentation

to Council for concurrence. If the project will have an adverse effect on historic properties, the agency must begin consultation with the SHPO and Council to minimize the adverse effect.

4.11.3.3 POTENTIAL IMPACTS OF ALTERNATIVES

Alternative 1 – No Project Alternative

Under the No Project Alternative, the project site would remain in its present state. No impacts to historic architecture would occur with the implementation of this alternative. The building would continue to deteriorate. This alternative would result in adverse effect under the Historic Preservation Act due to the undertaking resulting in the neglect of a property resulting in its deterioration.

Alternative 2 – Repair and Reuse Alternative (Proposed Alternative)

California Environmental Quality Act

The proposed project rehabilitates and repairs some of the character defining features of the Hall of Justice, but demolishes or alters others. Character defining features are identified in **Table 4.11-1.** Proposed work items, the presence of character defining features in the area of work, and potential impacts are identified in **Table 4.11-2, Proposed Renovation Work.**

Table 4.11-2
Proposed Renovation Work

No.	Proposed Work Item	Character-Defining Feature (as defined in Table 4.11-1)	Potential Impact
EXTERIOR WORK			
A-1	Clean, repair, and re-point joints at exterior of building as required: stone, terra cotta, and unreinforced masonry (URM).	*Exterior walls* Item #2	**No** No impact if work is conducted according to Secretary of the Interior's Standards.
A-2	Clean and refurbish bronze entry doors and frames at Spring Street, Temple Street, and Broadway.	*Exterior walls* Item #2	**No** No impact if work is conducted according to Secretary of the Interior's Standards.
A-3	Replace broken glass at windows and remove AC units throughout.	*Windows* Item #2.1	**No** No impact if work is conducted according to Secretary of the Interior's Standards.
A-4	Refurbish window frames and remove loose flaking lead paint throughout (1 to 14).	*Windows* Item #2.1	**No** No impact if work is conducted according to Secretary of the Interior's Standards.
A-5	Provide new vision glass at windows on floors 10 through 14. Steel frames and light dividers to remain in present configuration.	*Windows* Item #2.1	**Yes** Removal of historic material (obscure glass) identified as character-defining feature of the building. Less impact if work is conducted according to Secretary of the Interior's Standards.
A-6	Provide concealed pin anchors at each piece of stone.	*Exterior walls* Item #2	**No** No impact if work is conducted according to Secretary of the Interior's Standards.
A-7	Strengthen terra-cotta cornice and repair as required.	*Exterior walls* Item #2	**No** No impact if work is conducted according to Secretary of the Interior's Standards.

No.	Proposed Work Item	Character-Defining Feature (as defined in Table 4.11-1)	Potential Impact
A-8	Clean and repair metal, and re-point stone spandrels at 12th and 13th floors as required.	*Exterior walls* Item #2	**No** No impact if work is conducted according to Secretary of the Interior's Standards.
A-9	Repair URM at light courts.	*Light wells* Item #2.2	**No** No impact if work is conducted according to Secretary of the Interior's Standards.
A-10	Clean and re-point URM at light courts, as required.	*Light wells* Item #2.2	**No** No impact if work is conducted according to Secretary of the Interior's Standards.
A-11	Strengthen URM at light courts.	*Light wells* Item #2.2	**No** No impact if work is conducted according to Secretary of the Interior's Standards.
A-12	Provide limited exterior building lighting.	*Exterior walls* Item #2	**No** No impact if work is conducted according to Secretary of the Interior's Standards.
A-13	Clean and repair existing sloping copper roof. Green patina to remain.	*Exterior walls* Item #2	**No** No impact if work is conducted according to Secretary of the Interior's Standards.
INTERIOR			
B-1	Provide new poured-in-place concrete shear wall seismic resisting elements at corners of building. Provide drag struts at interior face of exterior wall between shear walls at each floor slab.	*Windows* Item #2.1 *Floor structures and elevations* Item #3 *Terrazzo floor finishes* Item #9	**No** No impact if work is conducted according to Secretary of the Interior's Standards.

No.	Proposed Work Item	Character-Defining Feature (as defined in Table 4.11-1)	Potential Impact
B-2	Remove all interior partitions including hollow clay tile (HCT) partitions, finished with plaster or other materials, including exterior wall furring throughout the building (except at 2nd floor lobby and 1st floor corridor adjacent to loggia). Remove all suspended ceilings, flooring, and equipment, except as noted herein.	*Corridors* Item #10 *Elevator Lobbies* Item #11 *Decorative plaster ceilings and friezes* Item #22 *Decoratively painted walls* Item #23 *Hollow clay tile partitions* Item #36	**Yes** Removal of historic material identified as character-defining features of the building.
B-3	Restore, clean, and refurbish 2nd floor lobby/loggia.	*Main Lobby* Item #16	**No** No impact if work is conducted according to Secretary of the Interior's Standards.
B-4	Restore, clean, and refurbish 2nd floor corridor. Remove marble panels, doors, sidelights, HCT, and reinstall marble panels over metal stud support partitions (except at 2nd floor lobby and 1st floor corridor adjacent to loggia). Restore/refurbish and reinstall doors, sidelights, base and lighting fixtures as possible. All ceilings to be new except at grand lobby/loggia and 1st floor corridor adjacent to loggia, which is to be restored.	*Corridors* Item #10 *Doors* Item #12 *Lighting Fixtures* Item #15 *Marble Floor Bases* Item #17	**Yes** Removal of historic material identified as character-defining features of the building and alteration of a historic space.
B-5	Restore, clean, and refurbish 8th floor corridor. Remove marble panels, doors, sidelights, HCT, and reinstall marble panels over metal stud support partitions. Restore/refurbish and reinstall doors, sidelights, base and lighting fixtures as possible. Ceilings to be new compatible.	*Corridors* Item #10 *Doors* Item #12 *Lighting Fixtures* Item #15 *Marble Floor Bases* Item #17 *Hardwood wall paneling* Item #20 *Decorative plaster ceilings and friezes* Item #22 *Decoratively painted walls* Item #23 *Hardwood door with security grille* Item #24	**Yes** Removal of historic material identified as character-defining features of the building and alteration of a historic space.

No.	Proposed Work Item	Character-Defining Feature (as defined in Table 4.11-1)	Potential Impact
B-6	Restore and refurbish Room (819) on the 8th floor. Retain 2-story ceiling and wood wall paneling.	*Hardwood wall paneling* Item #20 *Decorative plaster ceilings and friezes* Item #22 *Decoratively painted walls* Item #23	**Yes** Removal of historic material identified as character-defining features of the building. The loss of HCT walls and historic finishes is a significant impact.
B-7	Remove existing suspended plaster and metal lath ceiling on all floors throughout the building, except at 2nd floor grand lobby/loggia and 1st floor adjacent to loggia.	*Decorative plaster ceilings and friezes* Item #22	**Yes** Removal of historic material identified as character-defining features of the building and alteration of a historic space.
B-8	Restore, clean, and refurbish historic stairs. Total of 4 stairs, floors 1 through 9. Remove HCT, URM, and marble, and reinstall marble panels, over metal studs.	*Stairwells and stairs* Item #7	**Yes** Removal of historic material identified as character-defining features of the building. The removal of HCT walls is a significant impact.
B-9	Provide new men's and women's toilets using new compatible materials, terrazzo floor, ceramic tile wainscot, marble toilet partitions to match existing, wood toilet partition doors, stone sink counter, and new compatible lighting fixtures. Re-use existing marble toilet partitions where possible.	*Toilets* Item #13	**Yes** Removal of historic material identified as character-defining features of the building. Toilet rooms on floors 1 through 8 have been identified as character-defining. Stall partitions, hardware, hollow metal doors, white glazed tile wainscots, terrazzo floors, and original fixtures, fittings, and accessories have been identified as character-defining features.

No.	Proposed Work Item	Character-Defining Feature (as defined in Table 4.11-1)	Potential Impact
B-10	Restore, refurbish, and provide new elevator lobbies on each floor. Use existing wainscot at elevator door wall on floors 3 through 8. A combination of new and existing restored and refurbished terrazzo will be provided.	*Elevator lobbies* Item #11	**Yes** The removal of the HCT walls will be a significant impact because the HCT is identified as a character-defining feature of the building. The configuration changes of the elevator lobbies will be a significant impact because the original arrangement of the interior space is being changed. Use of some refurbished materials, such as terrazzo, in the manner described may not meet the Secretary of the Interior's Standards.
B-11	Remove, restore, and refurbish wood wall panel interior of 6 passenger elevator cars. Reinstall into new elevator equipment.	*Elevator cabs* Item #25	**Yes** Removes historic fabric identified as character-defining features of the building.
B-12	Extend passenger elevator shafts for elevators 2nd and 3rd from 8th floor to existing 14th floor. Provide new elevator system, including machines, guide rails, and control system. Elevators will have stops as follows: High Rise Bank Elevator 1: Basement, 1, 2, 8-14; Elevators 2 & 3: 1, 2, 8-14; Low Rise Bank Elevator 4: Basement, 1-8; Elevators 5, 6, & 7: 1-8; Freight Elevator: Basement, 1-14.	*Floor structures and elevations* Item #3 *Corridors and cell block configuration* Item #30	**Yes** Removes historic fabric identified as character-defining features of the building.
B-13	Demolish 11th and 13th existing jail floors, and structures at penthouse level.	*Floor structures and elevations* Item #3 *Corridors and cell block configuration:* Item #30	**Yes** Removes character-defining features.

No.	Proposed Work Item	Character-Defining Feature (as defined in Table 4.11-1)	Potential Impact
B-14	Provide compatible ceilings, and floor materials throughout.	*Corridors* Item #10 *Marble floor bases* Item #17 *Decorative ceilings* Item #22 *Corridors and cell block configuration* Item #30	**Yes** Removes historic fabric. Ceilings of corridors that are constructed of plaster and lath have been identified as character-defining features. Less impact if work is conducted according to Secretary of the Interior's Standards.
B-15	Retrofit and refurbish exiting stairs "A" and "B" to comply with Code, and register at each floor.	**None**	**No**
B-16	Tenant improvement work shall be developed in accordance with the project architectural program completed by the County of Los Angeles Chief Administrative Office (CAO).	*Windows* Item #2.1	**No** No impact if work is conducted according to Secretary of the Interior's Standards. Tenant improvement work should be designed to avoid blocking windows.
B-17	Refurbish/repair existing terrazzo and marble flooring in areas to be retained in their historic configuration, such as corridors on levels 2 and 8, and elevator lobbies.	*Terrazzo floor finishes* Item #9	**No** No impact if work is conducted according to Secretary of the Interior's Standards.
B-18	Remove jail cells, partitions and stairs on 10th, 12th, and 14th floors.	*Stairwells and stairs* Item #7 *Jail Entrance, etc.* Item #28 *Painted plaster, etc.* Item #29 *Corridors, vestibules, stairs, cells, cell block configurations, etc.* Item #30	**Yes** Removes character-defining spaces, features, and materials.
B-19	Demolish existing non-code compliant fire escapes at north and south sides of building.	*Fire escapes* Item #8	**Yes** Removes character-defining feature.
SITE WORK			
C-1	Create Spring Street Plaza in a compatible manner.	*Building and setting* Item #1	**No** No impact if work is conducted according to Secretary of the Interior's Standards.

No.	Proposed Work Item	Character-Defining Feature (as defined in Table 4.11-1)	Potential Impact
C-2	Maintain existing planter walls at the southeast portion of the site.	*Building and setting* Item #1	**No**
C-3	Provide new landscaping and maintain approximately 22 existing trees.	*Building and setting* Item #1	**No** No impact if work is conducted according to Secretary of the Interior's Standards.
C-4	Provide new sidewalks and curb cuts.	*Building and setting* Item #1	**No** No impact if work is conducted according to Secretary of the Interior's Standards.
PARKING STRUCTURE			
D-1	Provide 1,000 car parking structure in accordance with County standards, 4 1/2 levels above grade and 4 1/2 levels below grade.	*Building and setting* Item #1	**No** No impact if design is compatible according to Secretary of the Interior's Standards (massing, scale, finishes, etc.).
D-2	The exterior building massing of the parking structure is designed to not impact the Hall of Justice. The top of the parking structure parapet shall not exceed the top of the 4th floor stone cornice of the Hall of Justice. The Parking structure is located 60 feet from the Hall of Justice and is designed with an architectural pre-cast concrete skin to be compatible with the exterior of the Hall of Justice.	*Building and setting* Item #1	**No** No impact if design is compatible according to Secretary of the Interior's Standards (massing, scale, finishes, etc.).
D-3	Provide loading/delivery area.	*Building and setting* Item #1	**No** No impact if design is compatible according to Secretary of the Interior's Standards.
D-4	Provide elevators (two), stairs, and ADA parking spaces as required by code.	*Building and setting* Item #1	No impact if located within new compatible parking structure.

Discussion of Impacts

The proposed scope of work would alter or remove a number of historic features of the building. The following work items have been determined to have a potential impact.

A-5 Provide new vision glass at windows on 10th through 14th floors.

B-2 Remove all interior partitions including hollow clay tile (HCT) partitions, finished with plaster or other materials, including exterior wall furring throughout the building (except at 2nd floor lobby and 1st floor corridor adjacent to loggia). Remove all suspended ceilings, flooring, and equipment, except as noted herein.

B-4 Restore, clean, and refurbish 2nd floor corridor. Remove marble panels, doors, sidelights, HCT, and reinstall marble panels over metal and support partitions (except at 2nd floor lobby and 1st floor corridor adjacent to loggia). Restore/refurbish and reinstall doors, sidelights, base and lighting fixtures as possible. All ceilings to be new except at grand lobby/loggia, and 1st floor corridor adjacent to loggia, which is to be restored.

B-5 Restore, clean, and refurbish, 8th floor corridor. Remove marble panels, doors, sidelights, HCT, and reinstall marble panels over metal stud support partitions. Restore/refurbish and reinstall doors, sidelights, base and lighting fixtures as possible. Ceiling to be new and compatible.

B-6 Restore and refurbish Room 819 on the 8th floor. Retain 2-story ceiling and wood wall paneling.

B-7 Remove existing suspended plaster and metal lath ceiling on all floors throughout building except at 2nd floor grand lobby and 1st floor adjacent to loggia.

B-8 Remove, clean, and refurbish historic stairs. Total of four stairs on 1st through 9th floors. Remove HCT, URM, and marble panels, and reinstall marble panels over metal studs.

B-9 Provide new men's and women's toilets using new compatible materials, including terrazzo floor, ceramic tile, wainscot, marble toilet partitions to match existing, wood toilet partitions doors, stone sink counter, and new compatible lighting fixtures. Re-use existing marble toilet partitions where possible.

B-10 Restore, refurbish, and provide new elevator, lobbies on each floor. Use existing wainscot at elevator door wall on 3rd through 8th floors. A combination of new and existing restored and refurbished terrazzo would be provided.

B-11 Remove, restore, and refurbish wood wall panel interior of the 6 passenger elevator cars. Reinstall into new elevator equipment.

B-12 Extend passenger elevator shafts for elevators 2 and 3 from the 8th to the 14th floor. Provide new elevators system, including machines, guide rails, and control system.

B-13 Demolish 11th and 13th existing jail floors and structures at penthouse level.

B-14 Provide compatible ceiling and floor material throughout building.

B-18 Remove all jail ceils, partitions and stairs on the 10th, 12th, and 14th floors.

B-19 Demolish existing non-code compliant fire escapes at the north and south sides of the building.

Of these items, the removal of the HCT partition walls, the demolition of the 11th and 13th floors, and the removal of jail cells and other features on the 10th, 12th, and 14th floors, removal of courtroom suites on the 7th and 8th floors, and the reconfiguration of the 3rd through 7th floors result in the greatest loss to historic character of the building. These items are discussed in greater detail below.

Removal of Hollow Clay Tile Partition Walls

The removal of hollow clay tile partition walls from the building causes an adverse effect to the significance of the Hall of Justice because it demolishes original historic material that has been determined to be a character-defining feature. Standard #s 1, 2, 5, and 6 of the Secretary of the Interior's Standards for Rehabilitation should be considered when evaluating the proposed work: :

Standard #1: A property will be used as it was historically or be given a new use that requires minimal change to its distinctive materials, features, spaces, and spatial relationships.

- Removing all or almost all-hollow clay tile partitions, a "distinctive" material used throughout the building, does not constitute a "minimal change". Rather, removal of this material is a major change.

- Reconfiguring historic spaces by removing historic partition walls alters historic "spaces" and "spatial relationships" to the interior of the building.

Standard #2: The historic character of a property will be retained and preserved. The removal of distinctive materials or alteration of features, spaces, and spatial relationships that characterize a property will be avoided.

- Although removal of some hollow clay tile is necessary for seismic strengthening, the proposed work removes hollow clay tile in all or almost all locations independent of structural issues. Therefore the proposed work does not "avoid" the removal of a distinctive building material.
- Reconfiguring historic spaces by removing historic partition walls alters the historic character of the property and does not attempt to "avoid" the alteration of "spaces and spatial relationships.

Standard #5: Distinctive materials, features, finishes, and construction techniques or examples of craftsmanship that characterize a property will be preserved.

- Hollow clay tile is a distinctive material and its use in partition walls is a distinctive construction technique that would not be preserved, except in the 2nd floor lobby area.

Standard #6: Deteriorated historic features will be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new feature will match the old in design, color, texture, and, where possible, materials. Replacement of missing features will be substantiated by documentary and physical evidence.

- Although removal of some hollow clay tile is necessary for seismic strengthening, the proposed work removes hollow clay tile in almost all locations independent of structural issues. Therefore the proposed work replaces rather than repairs "deteriorated historic features."

Based on this analysis, it is determined that the removal of hollow clay tile partition walls "...demolishes...physical characteristics of a historical resource that convey its historical significance and that justify its eligibility for inclusion in the California Register of Historical Resources." Consequently, impacts are considered to be significant.

Demolition of Floor Structures

The demolition of floor structures 11 and 13 reconfigures the basic floor structure of the building, demolishes historic spaces, and alters other historic spaces. It should also be noted that the removal of corridors, vestibules, stairs, cells, and other features has an additional negative impact (see discussion of the removal of these features on floors 10, 12, and 14 below). Standards 1 and 2 of the Secretary of the

Interior's Standards for Rehabilitation should be considered when evaluating changes to the building structure and floor plans.

Standard #1: A property will be used as it was historically or be given a new use that requires minimal change to its distinctive materials, features, spaces, and spatial relationships.

- Removing two entire floor structures and reconfiguring historic spaces alters historic "spaces" and "spatial relationships" to the interior.

Standard #2: The historic character of a property will be retained and preserved. The removal of distinctive materials or alteration of features, spaces, and spatial relationships that characterize a property will be avoided.

- Reconfiguring historic spaces by removing floor structures alters the historic character of the property and does not attempt to "avoid" the alteration of "spaces and spatial relationships".

Based on this analysis, it is determined that the removal of floor structures 11 and 13 "...demolishes... physical characteristics of a historical resource that convey its historical significance and that justify its eligibility for inclusion in the California Register of Historical Resources." Consequently, impacts are considered to be significant.

Removal of Jail Cells and Other Features

The removal of jails cells, walls, stairs, and other features from the 10th, 12th, and 14th floors of the building demolishes or alters character-defining features and spaces. Standard #s 1, 2, and 5 of the Secretary of the Interior's Standards for Rehabilitation should be considered when evaluating this proposed work:

Standard #1: A property will be used as it was historically or be given a new use that requires minimal change to its distinctive materials, features, spaces, and spatial relationships.

- Several "distinctive" materials have been identified as character-defining features on the 10th 12th, and 14th floors and their removal does not constitute a "minimal change".
- The cellblock configuration and other aspects of these floors are considered historic "spaces" and the removal of the cells is a major change to a significant area.

Standard #2: The historic character of a property will be retained and preserved. The removal of distinctive materials or alteration of features, spaces, and spatial relationships that characterize a property will be avoided.

- The proposed work does not "avoid" the removal of distinctive building materials.
- Reconfiguring historic spaces alters the historic character of an area of major significance in the history of the building and does not attempt to "avoid" the alteration of "spaces and spatial relationships".

Standard #5: Distinctive materials, features, finishes, and construction techniques or examples of craftsmanship that characterize a property will be preserved.

- Distinctive material in the stairwells, and stairs, corridors, and elsewhere on these floors would not be preserved.

Based on this analysis, it is determined that the removal of jail cells and other character-defining features "...demolishes...physical characteristics of a historical resource that convey its historical significance and that justify its eligibility for inclusion in the California Register of Historical Resources." Consequently, impacts are considered to be significant.

Removal of Courtroom Suites

The removal of the courtroom suites on the 7th and 8th floors demolishes or significantly alters character-defining spaces and features of the building. Standard #s 1, 2, and 5 of the Secretary of the Interior's Standards for Rehabilitation should be considered when evaluating this proposed work:

Standard #1: A property will be used as it was historically or be given a new use that requires minimal change to its distinctive materials, features, spaces, and spatial relationships.

- Several "distinctive" materials have been identified as character-defining features in the courtroom suites on the 7th and 8th floors and their removal does not constitute a "minimal change".
- Due to their unique spatial configuration and decorative elements, these suites are considered historic "spaces" and their removal is a major change to a significant area.

Standard #2: The historic character of a property will be retained and preserved. The removal of distinctive materials or alteration of features, spaces, and spatial relationships that characterize a property will be avoided.

- The proposed work does not "avoid" the removal of distinctive building materials.
- Reconfiguring historic spaces alters the historic character of an area of major significance in the history of the building and does not attempt to "avoid" the alteration of "spaces and spatial relationships".

Standard #5: Distinctive materials, features, finishes, and construction techniques or examples of craftsmanship that characterize a property will be preserved.

- Distinctive materials in the courtroom suites include wood paneled walls, paneled doors, and decorative ceilings. The majority of these materials would not be preserved.

Based on this analysis, it is determined that the removal of the courtroom suites on the 7th and 8th floors "...demolishes...physical characteristics of a historical resource that convey its historical significance and that justify its eligibility for inclusion in the California Register of Historical Resources." Consequently, impacts are considered to be significant.

Reconfiguration of the 3rd – 7th Floors

The reconfiguration of floors 3 through 7 significantly alters the original floor plan of the building and demolishes historic and character-defining spaces and features. Standard #s 1 and 2 of the Secretary of the Interior's Standards for Rehabilitation should be considered when evaluating changes to the configuration of the building floor plan:

Standard #1: A property will be used as it was historically or be given a new use that requires minimal change to its distinctive materials, features, spaces, and spatial relationships.

- Reconfiguring five floors of original spaces alters the historic "spaces" and their "spatial relationships" to the interior.

Standard #2: The historic character of a property will be retained and preserved. The removal of distinctive materials or alteration of features, spaces, and spatial relationships that characterize a property will be avoided.

- Altering historic spaces by reconfiguring the floor plan significantly impacts the historic character of the property and does not attempt to "avoid" the alteration of "spaces and spatial relationships."

Based on this analysis, it is determined that the reconfiguration of floors 3 through 7 "...demolishes...physical characteristics of a historical resource that convey its historical significance and that justify its eligibility for inclusion in the California Register of Historical Resources." Consequently, impacts are considered to be significant.

National Historic Preservation Act/National Environmental Policy Act

Under the Advisory Council's regulations a determination of either *adverse effect* or *no adverse effect* must be made for National Register eligible cultural resources. An *adverse effect* occurs whenever an impact alters, directly or indirectly, any characteristic of a cultural resource that qualify it for inclusion in the National Register, e.g., diminishing the integrity of the resource's location, design, setting, materials, workmanship, feeling, or association. Adverse effects also include reasonably foreseeable effects caused by the preferred alternative that would occur later in time, be farther removed in distance or be cumulative (36 CFR Part 800.5, *Assessment of Adverse Effects*).

The word adverse is used differently in federal and state terminology. The federal "adverse effect" defines a class of actions despite mitigation. CEQA guidance on the other hand, specifics that a project that adversely affects a historic resources has a significant effect on the environment. The proposed work would alter or remove a number of the historic features of the building. Character-defining features are identified in **Table 4.11-1**. Under the NHPA, implementation of this alternative would have an adverse effect on historic resources:

Consultation with SHPO will be conducted by FEMA. FEMA will apply the criteria of adverse effect and execute a Memorandum of Agreement stipulating the measures required to mitigate, avoid, reduce and minimize the adverse effect

Overall, the implementation of this alternative would alter character-defining feature(s) of the building but would not diminish the integrity or so impair the resource to the extent that its National Register eligibility is jeopardized. The exterior of the building would retain sufficient visual integrity to allow the resource to convey its original architectural design. The proposed exterior alterations would be limited to the removal of exterior fire escapes and the replacement of opaque glass on several of the upper floors. While these alterations materially effect the exterior of the building, its integrity would not appear be so diminished that the Hall of Justice would not be eligible for listing on the National Register of Historic Places. In addition, mitigation measures have been proposed to minimize adverse effects.

Alternative 3 – Adaptive Reuse of the Existing Building to Secretary of Interior Standards

Implementation of this alternative would result in the adaptive reuse of the existing building to the Secretary of Interior Standards. All rehabilitation would occur per the Secretary of Interior Standards and no character defining features would be altered. Consequently, impacts under this alternative would be less than significant per CEQA guidance and result in no adverse effect per NEPA/NHPA guidance.

4.11.3.4 MITIGATION MEASURES (ALTERNATIVE 2)

The following mitigation measures are required for Alternative 2:

HA-1 Rehabilitate the exterior of the building using the Secretary of the Interior's Standards and Guidelines for Rehabilitation.

HA-2 Identify historic elements to be re-used.

HA-3 Salvage and store a representative sample of historical elements of value that will not be incorporated into the renovated structure such as the stone wainscot, light fixtures, glazing, and hardware. Salvage and store a representative sample of hollow clay tile material used in partition walls.

HA-4 Develop an interpretive plan for the building that includes the use of historic photographs and artifacts, and that highlights the building within the context of the history of Los Angeles County, including the history of the Sheriff's Department.

HA-5 Photograph and document the building according to Historic American Buildings Survey (HABS) Level 2. Incorporate this documentation into the Historic Structures Report at completion of project (see HA-6 below).

HA-6 Complete a Historic Structures Report (HSR) for the building.

Adverse Impacts After Mitigation (Alternatives 2 and 3)

Per CEQA guidance, impacts associated with Alternative 2 would be significant and unavoidable, and with Alternative 3 would be less than significant.

Per NEPA guidance, impacts associated with Alternative 2 would be reduced to a less than significant, and Alternative 3 would be less than significant. Any resultant reduction in impact due to mitigation is an estimate of the effectiveness of mitigation under NEPA only. It does not suggest that the level of effect as defined by Section 106 is similarly reduced. Although adverse effects under Section 106 may be mitigated, the effect remains adverse.

4.12 CUMULATIVE IMPACTS

This section of the EA/EIR addresses the cumulative impacts of both Alternative 2 and 3. Alternative 1 is not addressed within this section, as this alternative would not result in any cumulative impacts. This section is provided per the requirements of the National Environmental Policy Act (NEPA), and California Environmental Quality Act (CEQA).

4.12.1 LEGAL AUTHORITY

National Environmental Policy Act

An Environmental Assessment must discuss cumulative impacts when they are significant and, when not significant, the document should explain the basis for that conclusion. Cumulative impacts are defined as two or more individual effects that, when considered together, are considerable or that compound or increase other environmental impacts.

The National Environmental Policy Act (NEPA) defines cumulative effects as:

> "The impact on the environment which results from the incremental impact of an the action when added to other past, present, and reasonably foreseeable future actions regardless of what agency (federal or non-federal) or person undertakes such other actions." (40 Code of Federal Regulation 1508.7)

California Environmental Quality Act

CEQA like NEPA, refers to cumulative impacts as two or more individual effects which, when considered together are considerable, or which compound or increase other environmental impacts (Section 15355 of the CEQA *Guidelines*).

Section 15130(b) of the CEQA *Guidelines* allows the following two methods of prediction: "(A) a list of past, present, and reasonably anticipated future projects producing related or cumulative impacts, including those projects outside the control of the agency, or (B) a summary of projections contained in an adopted general plan or related planning document which is designed to evaluate regional or areawide conditions." For the purposes of this EA/EIR a list of past, present, and reasonably anticipated future projects is utilized.

4.12.2 LIST OF CUMULATIVE PROJECTS

The past, present, and reasonably anticipated future projects including residential, commercial, industrial and institutional projects used in the cumulative analysis are summarized in **Appendix 4.12** on **Table 1, Cumulative Project List.** The general location of the cumulative projects is presented in **Appendix 4.12** and illustrated in **Exhibit 1, Cumulative Projects Locations.**

4.12.3 CUMULATIVE IMPACT ANALYISIS

Geology and Soils

Hazards such as fault rupture, ground shaking, and liquefaction are site specific in nature and do not contribute to cumulative impacts. Alternatives 2 and 3 would be designed in a way that includes mitigation measures to reduce potential earth resource impacts to a level that is less than significant. In addition, each future cumulative project would be required to be designed in accordance with the County, City, and Uniform Building Code (UBC) requirements, as well as any identified mitigation measure proposed within a site-specific geotechnical study. The incorporation of such requirements and measures would reduce impacts to a less than significant level and, therefore, no cumulative impacts would result with the implementation of either Alternative 2 or 3, and cumulative projects.

Traffic and Circulation

Cumulative effects of ambient growth and traffic from cumulative projects have been incorporated into this analysis. **Table 4.12-1, Future Traffic Conditions – With Cumulative Development,** presents the cumulative traffic impacts at key study intersections. As indicated in **Table 4.12-1,** during the PM peak hour period, the intersection of Temple Street and North Broadway, Aliso Street/southbound 101 Freeway off-ramp and North Broadway, and the northbound 101 on-ramp and North Broadway would be significantly impacted due to cumulative projects.

The projected cumulative conditions represent deterioration in operating conditions from year 2005 conditions. Growth in traffic throughout the study area due to regional and cumulative project growth would create significant traffic impacts regardless of the development of the project. In fact, the project's contribution to impacts at these intersections is less than 7 percent. Overall, Alternative 2 and 3 project-specific traffic and circulation impact were considered to less than significant impacts and consequently do not make a considerable contribution to cumulative impacts

Table 4.12-1
Future Traffic Conditions – With Cumulative Development

Intersection	Peak Period	Without Project		With Project			With Project + Cumulative Impacts			Project % of Impact
		CMA	LOS	CMA	LOS	Impact	CMA	LOS	Impact	
Temple Street &	AM	0.442	A	0.445	A	0.003	0.558	A	0.062	3%
North Broadway	PM	0.730	C	0.743	C	0.013	0.941	E	0.211	6%
Aliso St./SB 101 Fwy	AM	0.403	A	0.411	A	0.008	0.451	A	0.048	17%
Off-Ramp & North Broadway	PM	0.497	A	0.512	A	0.015	0.701	C	0.204	7%
NB 101 Fwy On-Ramp &	AM	0.438	A	0.443	A	0.005	0.542	A	0.104	5%
North Broadway	PM	0.611	B	0.625	B	0.015	0.829	D	0.218	7%
Temple Street &	AM	0.490	A	0.491	A	0.001	0.524	A	0.034	3%
North Spring Street	PM	0.316	A	0.321	A	0.005	0.351	A	0.035	14%
Aliso Street &	AM	0.339	A	0.366	A	0.027	0.390	A	0.051	53%
North Spring Street	PM	0.251	A	0.257	A	0.006	0.272	A	0.021	29%
NB 101 Fwy Off-Ramp &	AM	0.385	A	0.394	A	0.009	0.407	A	0.022	41%
North Spring Street	PM	0.157	A	0.159	A	0.002	0.173	A	0.016	13%
SB 101 Fwy On-Ramp &	AM	0.188	A	0.188	A	0.000	0.312	A	0.124	0%
Los Angeles Street	PM	0.290	A	0.294	A	0.004	0.465	A	0.175	2%

Source; Crain & Associates, April 2003.

There are a number of viable strategies that the project can utilize to encourage options to single occupancy vehicles to and from the site. The following details plans in which the reoccupied Hall of Justice can achieve vehicle trip reduction goals. The project's Transportation System Management (TSM) plan efforts incorporate ridesharing in all the traditional methods such as vanpooling, carpooling, walking, bicycling and bus ridership. Downtown Los Angeles has the benefit of housing Union Station which provides opportunities to utilize trains, light rail and the current subway system and hence the entire regional network of public transit services. The full TSM program is discussed below in detail.

- The project would encourage employee ridership of the rail, bus and subway services through employee awareness programs and convenient access to schedules and routes.
- The project would implement TSM measures to increase the convenience and attractiveness of the other transportation alternatives among employees and visitors. Services such as carpool and vanpool matching, vanpool formation and leasing assistance, and preferred parking for employees who carpool or vanpool together, would be provided by the project to facilitate ridesharing. These services work well in conjunction with, and benefit those who wish to take advantage of, the high occupancy vehicle (HOV) lanes on the freeways.
- Bicycle travel would be supported by the project through such on-site amenities as bicycle racks or lockers that are located on site. Bicycle ridership is supported by some other modes of transportation with bicycle racks. The availability of these services would be highlighted.
- The trip-reduction strategies discussed above would be carried out and marketed by a centralized transportation management office (TMO) established within the project. The TMO would provide rideshare matching, public transit schedules and the opportunity to purchase bus and metro rail passes on-site. The services would be coordinated through a centralized rideshare coordinator.

The project volumes can be reduced by 10 to 20% with the implementation of the TSM program. While the TSM program is not required to mitigate a specific project related impact it is offered to participate in the reduction of overall trips into Downtown Los Angeles. The successful implementation of the program would help reduce potential cumulative impacts.

Public Health & Safety/Hazardous Materials

The public health and safety/hazardous materials impacts associated with a proposed project related to asbestos, lead based paint, and polychlorinated biphenyls, occur on a project-by-project basis, rather than in a cumulative nature. Considering the fact that Alternatives 2 and 3 contain mitigation measures to abate the site specific hazards, cumulative impacts associated with either of these alternatives would be expected to be lessened due to the fact that the harmful substances have been removed from the vicinity and replaced with currently approved building materials. Therefore, cumulative impacts associated with either of the alternatives would be less than significant.

Socio-Economic Issues/Environmental Justice

Alternatives 2 or 3, and cumulative development may provide some short-term and long-term employment opportunities for minority and low-income individuals in the area by providing business/personal services to the development project occupants. This in turn would provide for increased business opportunities adjacent to the Hall of Justice site and cumulative project sites, as well as outlying areas. In general, the development of either Alternative 2 or 3, and other cumulative projects are not anticipated to displace any existing on-site or off-site permanent residents in which federal funding is involved. In any instances where this may occur the lead agency on that project would be required to prepare the appropriate NEPA documentation and provide relocation assistance thus reducing impacts to a less than significant level. For the above reasons, the construction of either Alternative 2 or 3, and cumulative projects would not cause environmental injustice to minority or low-income individuals and is consistent with provisions of Executive Order (EO) 12898.

Visual Quality

Increased development associated with buildout of the cumulative projects would alter the visual image of each area surrounding those project sites. As a requirement in the City of Los Angeles and County of Los Angeles, the project design for each project would be reviewed for consistency with applicable City and County codes and regulations prior to final approval. The closest other development project within the area of the Hall of Justice is the Alameda District Plan located near the intersection of Alameda Street and Los Angeles Street. This cumulative project would not be located immediately adjacent to the Hall of Justice site. As a result, there would not be a cumulative alteration to the visual character of the area, as viewed from the surrounding streets and land uses, due to the combined effect of Alternative 2 or 3 and this cumulative project. In addition, the development of the new parking structure would provide for in-fill development and would be designed to be compatible with the existing Hall of Justice building and thus would not considerably contribute to cumulative visual quality impacts.

Impacts associated with light and glare issues are typically limited to the Hall of Justice site and immediate off-site areas and are not considered to be cumulatively significant.

Air Quality

Consistency with 2003 Air Quality Management Plan

The South Coast Air Quality Management District (SCAQMD) has not identified thresholds to which the total emissions of all cumulative development can be compared. Instead, the SCAQMD's methods are based on long-term performance standards and emission reduction targets necessary to attain the federal and state air quality standards identified in the Air Quality Management Plan (AQMP). If a project is not within the emission thresholds, the SCAQMD identifies possible methods to determine the cumulative significance of land use projects.[1] Because the proposed project's operational emissions are within the threshold levels, potential cumulative impacts are considered to be less than significant.

Conformity with Federal Clean Air Act

Section 176 of the 1990 Amendments to the Clean Air Act prohibits the Federal Government from engaging in any activity that does not conform to the applicable implementation plan. A final rule titled "Determining Conformity of General Federal Actions to State or Federal Implementation Plans" was published in the Federal Register on November 30, 1993 and provides guidance in complying with Section 176. This analysis is based upon the requirements contained in the final rule and guidance provided by *General Conformity Guidance: Questions and Answers* published by EPA on July 13, 1994.

40 CFR Section 51.853 of the final rule provides de minimis thresholds that are annual emission rates used to determine if project emissions are of sufficient magnitude that a conformity determination is required. EPA classifies the South Coast Air Basin ("Basin") as an extreme non-attainment area for ozone. The de minimis conformity threshold for extreme non-attainment is 10 tons per year (VOC or NO_x). For CO, the Basin is considered to be in serious non-attainment and for PM_{10}, is considered to be in non-attainment. The de minimis conformity threshold for CO and for PM_{10} is 100 tons per year.

The project emissions consist of direct and indirect emissions. As defined in the final rule, direct emissions are caused or initiated by the federal action and occur at the same time and place as the action. Direct project emissions include operational emissions, such as natural gas combustion (space and water heating) and electrical demand (power plant emissions). Indirect emissions are caused by the federal action but may occur later in time and/or farther removed in distance from the action and the federal

---

1 South Coast Air Quality Management District, CEQA *Air Quality Handbook* (Diamond Bar, California: South Coast Air Quality Management District, April 1993), p. 9-12.

agency can practically control and will maintain control over such emissions due to a continuing program responsibility. Project indirect emissions are limited to exhaust emissions associated with vehicle trips.

Project direct and indirect emissions under worst-case conditions (i.e., Alternative 2) have been estimated using the most recent emission factors available. Section 51.859 of the final rule requires the use of the most recent motor vehicle emissions model. Indirect emissions estimates in the project EA/EIR have been calculated using the most recent versions of URBEMIS 2001. The direct and indirect emissions estimates (assuming operations of 365 day per year, which is not likely) are presented in **Table 4.12-2, Project Direct and Indirect Emissions.**

Table 4.12-2
Project Direct and Indirect Emissions (Tons/Year)

Pollutant	Direct	Indirect	Sum
NO_X	0.39	2.33	2.72
VOC	0.04	2.89	2.93
PM_{10}	0.00	1.38	1.38
CO	0.25	25.65	25.90

The sum of project direct and indirect emissions is less than the de minimis conformity thresholds. Therefore, Alternative 2 and 3 are exempt from the final conformity rule and a conformity determination need not be prepared.

Noise

Alternative 2 and 3, as well as other cumulative projects would introduce mechanical equipment and parking facilities to the downtown area. Given the urban nature of the Hall of Justice site and surrounding area, operation of these cumulative projects together with either Alternative 2 or 3 would not result in cumulative noise impacts from facility operations.

Noise modeling was conducted along study roadways to predict noise levels with existing traffic volumes plus cumulative project generated traffic. **Table 4.12-3, Cumulative Roadway Noise Levels,** presents the anticipated traffic-related noise levels under cumulative conditions.

Table 4.12-3
Cumulative Roadway Noise Levels

ROADWAY SEGMENT	Noise Levels in dB(A)[1]		
	Existing	Cumulative	Increase
North Broadway			
Northeast of 101	71.7	72.8	1.0
Between Aliso Street and Temple Street	73.7	74.4	0.7
101 Freeway			
Between Broadway Street and Los Angeles Street	72.6	72.9	0.3
Spring Street			
Northeast of 101	69.2	69.4	0.2
Between Aliso Street and Temple Street	71.0	71.3	0.3
Aliso Street			
Between Broadway Street and Spring Street	68.7	69.7	1.0
Temple Street			
Between Broadway and Spring Street	70.5	71.5	1.0

Source: Impact Sciences, Inc., Model results are contained in ***Appendix 4.12.***
[1] *Numbers may not add up due to rounding.*

Overall, the cumulative projects would increase ambient noise conditions along existing roadways by 0.3 to 1.0 dB(A) CNEL over existing levels. The greatest increase in noise of 1.0 dB(A) would occur on North Broadway northeast of Highway 101 and Temple Street between Broadway and Spring Street. Noise level increases along existing roadways that would result from the cumulative projects would not be noticeable (i.e., greater than 3.0 dB(A)), and would not result in the threshold criteria being exceeded. Therefore, Alternative 2 or 3 plus cumulative project noise impacts would be less than significant.

Public Services and Utilities

Water

Development of Alternative 2 or 3, along with other cumulative projects within the project area, would increase development intensity and water demand. According to growth projections in the Los Angeles Department of Water and Power (LADWP) Urban Water Management Plan (UWMP), the existing supply of water would be adequate to accommodate growth based on projected water demand to the year 2020. The LADWP is equipped to provide water service to meet the cumulative demand for water. Since water demand by either Alternative 2 or 3 would be within the existing remaining capacity of the LADWP, Alternatives 2 and 3, would not result in significant impacts to water supply or make a considerable contribution to cumulative impacts. Consequently, cumulative impacts to water supply would be less than significant.

Wastewater

Development of Alternative 2 or 3, along with other cumulative projects within the project area, would increase development intensity and wastewater generation. Several improvements to the Hyperion Treatment Plant (HTP) system have recently been completed, that have allowed the system to treat increased wastewater flows. The existing excess dry weather capacity of the HTP is approximately 92 million gallons per day (MGD). Since effluent generated by either Alternative 2 or 3 would be within the existing remaining capacity of the plant, Alternatives 2 and 3 would not result in significant impacts to wastewater or make a considerable contribution to cumulative impacts. Each new development within the City of Los Angeles and County of Los Angeles is required to comply with water conservation ordinances and other regulations pertaining to sewer collection and disposal. Consequently, cumulative impacts are considered to be less than significant.

Energy

Cumulative projects would cause an additional demand for electrical services, which may create the need for additional improvements. The LADWP is capable of providing the needed services from cumulative projects, and each project would be required to incorporate energy conservation features into its design. Consequently, impacts to the LADWP for power services for Alternative 2 or 3, and the cumulative projects would be less than significant.

Solid Waste

Implementation of Alternative 2 or 3 in conjunction with the cumulative projects would further increase demand for solid waste disposal services. It should be noted that the City's and County's source reduction and recycling programs have thus far been successful in reducing the total volume of solid wastes requiring landfill disposal. Further, any cumulative projects would be required to comply with the City's program. This would ensure the continued effort toward source reduction and recycling. Continued implementation of the program and cooperation by cumulative projects in implementing site-specific solid waste management programs are expected to achieve the mandates of AB 939 on a citywide basis. Solid waste generated by either Alternative 2 or 3 would not result in significant impacts, and consequently would not considerably contribute to cumulative impacts. Therefore, cumulative impacts are anticipated to be less than significant.

Water Resources/Floodplain Encroachment

Alternatives 2 and 3, with the preparation and implementation of a Stormwater Pollution Prevention Plan (SWPPP) and Standard Urban Storm Water Mitigation Plan (SUSMP) would not result in significant impacts to surface and groundwater quality, or make a considerable contribution to cumulative impacts. Further, all uses within the City of Los Angeles and County of Los Angeles are subject to the requirements of the National Pollutant Discharge Elimination System (NPDES) program for municipal storm water discharge both during construction and operational phases. Implementation of the Best Management Practices (BMPs) pursuant to the NPDES permit requirements for all cumulative projects would minimize the potential for cumulative degradation of water quality. Consequently, no significant cumulative impacts to water quality are expected.

Alternative 2 and 3 would not result in an increase to surface runoff and velocities within the City of Los Angeles or County of Los Angeles storm drain facilities and would not place structures within a 100-year floodplain as identified by the Federal Emergency Management Agency (FEMA). Neither Alternative 2 nor 3 would result in significant impacts to surface runoff and floodplain encroachment, and would not make a considerable contribution to cumulative impacts. Buildout of other cumulative projects may, however, increase impervious surface runoff and velocities. Each future cumulative project is required to provide adequate capacity to convey drainage to a safe point of discharge and pay fees to connect to the drainage system. In this manner, the existing drainage system would be upgraded as necessary to accommodate runoff created by the development of future uses. Given the above, no significant cumulative impacts with respect to storm drain facilities and flooding are expected.

Biological Resources

Given the existing level of development and historical degree of disturbance, the absence of state or federal candidates for rare, threatened, or endangered species, and the absence of wetlands and wildlife corridors within the proposed development area or immediate vicinity, Alternative 2 or 3 would not contribute significantly to impacts to biological resources on a regional or subregional level. Therefore, cumulative impacts to regional biological resources would be considered less than significant. In addition, with the implementation of the recommended mitigation measure, potential impact on local biological resources would not be cumulatively considerable.

Cultural Resources

Paleontological Resources

Impacts upon paleontological resources tend to be site specific and are assessed on a site-by-site basis. Cumulative impacts to paleontological resources result when geologic units become unavailable for study and observation by scientists. The destruction of unique paleontological resources has a significant cumulative impact as it makes biological records of ancient life unavailable for study by scientists. Where such resources exist, buildout of the project site, together with other development in the City and region would result in an incremental adverse impact to paleontological resources. In this case, the cumulative impact would be to unknown paleontological resources. However, provided that proper mitigation as proposed for Alternative 2 and 3 is implemented in conjunction with cumulative development in the area, no significant cumulative impacts are anticipated.

Archaeological Resources

Impacts upon archaeological resources tend to be site specific and are assessed on a site-by-site basis. Where resources exist, implementation of cumulative development in the region would represent an incremental adverse impact to cultural resources. However, provided that proper mitigation is implemented in conjunction with cumulative project development in the area, no significant cumulative impacts are anticipated. In fact, if mitigation is properly carried out, a positive impact on cumulative cultural resource information would occur; that is, mitigation measures would result in the acquisition of additional scientific information about the prehistory of the region, thereby serving to clarify our reconstruction of prehistoric lifeways. The artifacts obtained from the sites during mitigation procedures would be preserved for future analysis and study.

Historic Architecture

While the implementation of Alternative 2 is considered to result in a significant and unavoidable impact under CEQA, and adverse effect under NEPA, the implementation of this alternative would not result in cumulative impacts. This due to the fact that there are no cumulative projects directly surrounding the site within the area of potential effect that together with Alternative 2 would result in a cumulative impact.

The implementation of Alternative 3 would include rehabilitation of the Hall of Justice building in accordance with Secretary of Interior standards resulting in less than significant impacts under CEQA

and no adverse effect under NEPA. This alternative would not result in cumulative impacts, since there are no cumulative projects directly surrounding the site within the area of potential effect that together with Alternative 3 would result in a cumulative impact.

4.13 COORDINATION AND PERMITS

The Hall of Justice project involves the coordination of the County of the Los Angeles, the Federal Emergency Management Agency (FEMA), the California State Historic Preservation Office (SHPO), California Department of Transportation, and City of Los Angeles.

Implementation of the project would require, at a minimum, the following actions:

4.13.1 COUNTY OF LOS ANGELES

- Certification of the EIR;
- Appropriate County Department of Public Works Building and Safety Division Permits;
- Approval of a Storm Water Pollution Prevention Plan (SWPPP);
- Approval of a Standard Urban Storm Water Mitigation Plan (SUSMP); and
- Party to a Memorandum of Agreement (MOA) with FEMA and SHPO associated with the National Historic Preservation Act (NHPA) Section 106-review process.

4.13.2 FEDERAL EMERGENCY MANAGEMENT AGENCY

- Approval of Environmental Assessment and preparation of Finding of No Significant Impact (FONSI); and
- Party to a MOA with SHPO and the County.

4.13.3 CALIFORNIA STATE HISTORIC PRESERVATION OFFICE

- Party to a MOA with FEMA and the County.

4.13.4 CALIFORNIA REGIONAL WATER QUALITY CONTROL BOARD

- Approval of a National Pollutant Discharge Elimination Permit (NPDES).

4.13.5 CALIFORNIA DEPARTMENT OF TRANSPORTATION

- Obtaining of an Encroachment Permit to conduct off-site improvement and transportation of heavy-duty equipment.

4.13.6 SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT

- Obtaining of an Asbestos Removal Permit.

4.13.7 CITY OF LOS ANGELES

- Obtaining of an Encroachment Permit to conduct off-site improvements.

5.0 CEQA IMPACT OVERVIEW

5.1 GROWTH INDUCEMENT

With respect to potential growth inducing impacts, the CEQA *Guidelines* requires a discussion of the ways in which a project could foster economic or population growth, or the construction of additional housing in the surrounding environment. Such discussion should include the characteristics of a project, which may encourage and/or facilitate future growth that, either individually or cumulatively, could significantly affect the environment. CEQA emphasizes that growth in an area should not be considered beneficial, detrimental or of little significance.

Growth-Inducing Criteria

In general terms, a project may foster population growth in a geographic area if it meets any one of the criteria that are identified below.

- The project results in the urbanization of land in a remote location ("leap frog" development), creating an intervening area of open space which then induces growth pressure on that open space.
- The project results in the removal of an impediment to growth (e.g., the establishment of an essential public service, the provision of new access to an area, or a change in zoning or general plan designation).
- Economic expansion, population growth, or the construction of additional housing occurs in the surrounding environment in response to the project, either directly or indirectly (e.g., changes in revenue base, employment expansion, etc.).

Should a project meet any one of these criteria, it can be considered growth inducing. An evaluation of this project compared against these growth-inducing criteria is provided below.

It must be emphasized that the CEQA *Guidelines* require an EIR to "discuss the ways" [emphasis added] a project could be growth inducing and to "discuss the characteristics of some projects that may encourage...activities that could significantly affect the environment" [emphasis added]. However, the CEQA *Guidelines* do not require that an EIR predict (or speculate), specifically where such growth would occur, in what form it would occur, or when it would occur. Clearly, the answers to such questions require great speculation, which CEQA discourages (see CEQA *Guidelines* §15145).

Growth Inducement Potential

Urbanization of Land in Isolated Localities ("leap-frog" development)

This growth inducement criterion generally applies to development projects that encroach into areas of open space distant from current urban development of services. Implementation of Alternative 1, 2 or 3 would occur within a heavily urbanized area. Uses within the downtown Los Angeles Civic Center area predominately include city, county, state, and federal buildings. In the immediate vicinity of the Hall of Justice, the Federal Courthouse is located to the east across Spring Street, the Criminal Courts building to the south across Temple Street, the County of Los Angeles Central Heating and Refrigeration Plant to the west across North Broadway, and the 101 Freeway is to the north, across Aliso Street. Consequently, none of the alternatives are considered to be a "leap-frog" development and is not considered to be growth inducing.

Removal of an Impediment to Growth

Growth in an area may result from the removal of physical impediments or restrictions to growth, as well as the removal of planning impediments resulting from land use plans and policies. In this context, physical growth impediments may include nonexistent or inadequate access to an area or the lack of essential public services (e.g., water service), while planning impediments may include restrictive zoning and/or general plan designations.

The project area contains established land uses and supporting infrastructure. Construction of the uses proposed on the project site might require the modification and/or replacement of existing infrastructure in order to support the reuse of the Hall of Justice building. However, the needed water, sewer, and energy (electricity and natural gas) infrastructure required to support the proposed project would be available to the project site along Temple Street, Spring Street, Aliso Street, and North Broadway. In addition, an established transportation network exists in the surrounding area that offers local and regional access to the project site. Consequently, the implementation of Alternative 1, 2 or 3 would not induce growth within the area.

Economic Growth

The final criterion by which growth inducement can be measured involves economic considerations. In the short-term, the development of Alternative 2 or 3 would provide construction employment opportunities associated with the development on the project site. It is assumed that some of these

temporary employment opportunities (i.e., estimated to be 500 construction workers) could result in a few people temporarily moving into the City and/or County of Los Angeles. The introduction of these construction workers would not result in a significant increase in the local population and is not considered to be growth inducing. No temporary employment opportunities would occur under Alternative 1, and thus no increase in local population is anticipated. The repair and reuse of the Hall of Justice would allow for the relocation of employees from other locations within downtown Los Angeles and adjacent areas. No significant increase in the number of County employment is anticipated as a result of Alternative 2 or 3. The relocation of these existing County employees would not result in a significant increase in the local population and is not considered to be growth inducing. No relocation of County employees would occur under Alternative 1, and thus no increase in local population is anticipated.

5.2 SIGNIFICANT IRREVERSIBLE ENVIRONMENTAL CHANGES

Section 15126 of the CEQA *Guidelines* states that use of nonrenewable resources during the initial and continued phases of a proposed project may be irreversible if a large commitment of these resources makes their removal or nonuse thereafter unlikely. This section of the EIR evaluates whether the project would result in the irretrievable commitment of resources, or would cause irreversible change in the environment. Also, this section identifies any irreversible damage that could result from environmental accidents associated with the proposed project.

Irreversible Commitment of Resources

Construction and operation of Alternative 2 or 3 would contribute to the incremental depletion of resources, including renewable and non-renewable resources. The incremental depletion of resources would not occur under Alternative 1.

Resources, such as lumber and other forest/agricultural products, as well as water (i.e., dust suppression), are generally considered renewable resources. Such resources would be replenished over the lifetime of the project. For example, lumber supplies are increased as seedlings mature into trees, while water supplies are replenished as water is redistributed through the action of the hydrologic cycle. As such, the development of Alternative 2 or 3 would not result in the irreversible commitment of renewable resources. Nevertheless, there would be an incremental increase in the demand for these resources over the life of either Alternative 2 or 3.

Non-renewable resources, such as natural gas, petroleum products, asphalt, petrochemical construction materials, metal, sand, and gravel are considered to be commodities, which are available in a finite supply. The processes that created these resources occur over a long period of time. Therefore, the replacement of these resources would not occur over the life of Alternative 2 or 3. To varying degrees, the aforementioned materials are all readily available and some materials, such as asphalt or sand and gravel, are abundant. Other commodities, such as metals, natural gas, and petroleum products, are also readily available but are finite in supply, given the length of time required by the natural process to create them.

The demand for all such resources is expected to increase regardless of whether or not Alternative 2 or 3 is developed. The State Department of Finance indicates that the population of southern California will increase 62 percent over the 30-year period between 1990 and 2020. These increases in population will directly result in the need for more office facilities to provide the needed services associated with this growth. If not consumed by this project, these resources would likely be committed to other residential, commercial, public service, or industrial projects in the region. Furthermore, the investment of resources for the implementation of either Alternative 2 or 3 would be typical of the level of investment normally required to repair and reuse a facility of this scale. No wasteful use of energy or construction resources is anticipated, provided that all standard building codes, including energy conservation standards, are followed.

Irreversible Environmental Changes

Long-term changes associated with Alternative 2 or 3 would include a change in the use of the facility from a vacant jail facility to an office facility. Irreversible environmental changes would include a small increase in local and regional vehicular traffic and the resultant increase in air pollutants and noise emissions generated by this traffic, among other impacts. These impacts would not occur under Alternative 1, since the building would remain vacant. Mitigation measures are proposed in this EA/EIR that would minimize or avoid the significant effects of the environmental changes associated with Alternatives 2 and 3.

5.3 POTENTIAL ENVIRONMENTAL DAMAGE FROM ACCIDENTS

Neither Alternative 1, 2 nor 3 proposes any uniquely hazardous uses and its operation would not be expected to cause environmental accidents that would affect other areas. The project site is located within a seismically active region and would be exposed to ground shaking during a seismic event. Implementation of Alternative 1 would leave the existing building in its current state and pose potential

health and safety problems in the event of another earthquake. Alternative 2 would, to the extent feasible, conform with the regulatory provisions of the County Building Code, pertaining to construction standards, which would minimize the damage to the building in the event of such an occurrence. Alternative 3 would include the rehabilitation of the building to Secretary of Interior Standards, which would substantially, limit the amount of seismic retrofitting that could occur under this alternative.

During the preparation of the Hazardous Materials Survey, asbestos-containing material (ACM), lead paint, and light ballasts/polychlorinated biphenyls (PCB) were a concern on the project site. Because the development of the either Alternative 2 or 3 would require the dismantling and repair of building structural elements, these materials could cause health and safety problems to onsite construction workers and the community. Prior to the dismantling/demolition activities, the developer will remove and/or encase all ACM, lead paint, and polychlorinated biphenyl (PCB) containing light ballast in accordance with applicable local, state, and federal regulations. Removal and encasing of these materials would reduce impacts to a less than significant level. These materials would remain with the implementation of Alternative 1 and may pose a public health risk. In conclusion, it is very unlikely that either Alternative 2 or 3 would create a situation where irreversible environmental damage could be caused by accidents on the project site.

6.0 PUBLIC INVOLVEMENT

In compliance with the California Environmental Quality Act (CEQA), the County of Los Angeles prepared an Initial Study and Notice of Preparation (NOP) for the Hall of Justice Renovation and Reuse Project. The Initial Study and NOP were circulated between February 4, 2003, and March 5, 2003, for the required 30-day review period. The purpose of the Initial Study and NOP was to solicit early comments from public agencies with expertise in subjects that are discussed in the Draft EA/EIR. A copy of the Initial Study and NOP are included in **Appendix 1.0** of this document.

Two scoping meetings were held on January 14, 2003, to receive comments from public agencies, other groups, and concerned individuals, and to determine the issues to be discussed in the Draft EA/EIR. These meetings were held in downtown Los Angeles at the County Hall of Administration and Bradbury Building. A notice of the scoping meetings was placed in the Los Angeles Times, Downtown Los Angeles News, and posted on the Hall of Justice site.

Topics evaluated in this Draft EA/EIR are based on the responses to the Initial Study and NOP, comments received at the scoping meeting on January 14, 2002, and review of the project by the County of Los Angeles and the Federal Emergency Management Agency (FEMA).

Both the NEPA and CEQA require that the Draft EA/EIR be made available for public review. Accordingly, the Draft EA/EIR is being made available for public review for a period of 45 days. During this period, comments on the accuracy and completeness of the Draft EA/EIR may be submitted by public agencies, other groups, and concerned individuals. Written comments should be submitted to:

Cheryl Fuerth
County of Los Angeles
Chief Administrative Office
500 West Temple Street, Room 754
Los Angeles, California 90012

The Final EA/EIR will be prepared to include comments received on the Draft EA/EIR and the response to those comments. A Notice of Availability (NOA) of the Final EA/EIR will be placed in the local newspapers, the Federal Register, and filed with the County Clerk Registrar-Recorder. All persons making comments on the Draft EA/EIR will receive responses to those comments prior to any action being taken by the County or FEMA.

7.0 REPORT PREPARERS

LIST OF PREPARERS

Persons directly involved in the review and preparation of this report include:

Impact Sciences, Inc.

Impact Sciences, Inc
30343 Canwood Street, Suite 201
Agoura Hills, California 91301
(818) 979-1100

Tony Locacciato, AICP – Principal
Mark A, Austin, AICP, REA – Associate Principal
Paul Stephenson – Environmental Specialist
Julie Berger – Environmental Specialist
Paul Manzer – Arts and Communications Director
Leslie Fitzgerald – Production Coordinator
Leslie Smirnoff – Production Coordinator

County of Los Angeles

County of Los Angeles
Chief Administrative Office
500 West Temple Street, Room 754
Los Angeles, California 90012
(213) 974-1127

John Edmisten
Carol Kindler
Alvia Shaw
Cheryl Fuerth

Federal Emergency Management Agency

Federal Emergency Management Agency
Parsons East Annex, 3rd Floor
75 North Fair Oaks Avenue
Pasadena, California 91103
(626) 431-3235

Rusty Anchors

8.0 REFERENCES

The following references were used in the preparation of this EA/EIR.

Allan Parachini, "Policies Handcuff Old Jail, Hall of Justice Facilities Unused Since 1979." *Los Angeles Times*, 15 July 1981, part V, page 6.

California Energy Commission, Electricity Analysis Office, *California Electrical Energy Generation: 1983 to 1999*, 2002.

California Regional Water Quality Control Board, *Los Angeles Region (4), Water Quality Control Plan: Los Angeles Region*, 1994.

California Integrated Waste Management Board, *Jurisdiction Diversion and Disposal Profile: Los Angeles County*, http://www.ciwmb.ca.gov/Profiles.

City of Los Angeles Community Redevelopment Agency, *Amended Little Tokyo Redevelopment Plan FEIR*, June 2002 (SCH#1990010107).

City of Los Angeles, *Five Year Capital Improvement Program*, 1997-1998.

City of Los Angeles, Department of Transportation, *Memorandum of Understanding for Los Angeles County Hall of Justice*, May 30, 2003.

City of Los Angeles Department of Water and Power, *Resolution 004 027 County of Los Angeles Hall of Justice Renovation and Reuse Project*, August 25, 2003.

City of Los Angeles, Department of Water and Power, *Urban Water Management Plan: Fiscal Year 2001-2002 Annual Update*, June 2003.

City of Los Angeles, General Plan Safety Element, Exhibit F, November 1996.

City of Los Angeles, *Stormwater Program*, Undated.

Converse Consultants, *Geotechnical Investigation Report – Los Angeles County Hall of Justice*, May 2003.

Converse Consultants, *Phase I Environmental Assessment Report - Los Angeles County Hall of Justice*, March 2003.

Corbitt, Robert A., *Standard Handbook of Environmental Engineering*, p. 753, 1989.

Crain & Associates, *Traffic Analysis for Renovation and Reoccupancy of the Hall of Justice (Revised)*, April 1993.

Federal Emergency Management Agency, Flood Insurance Rate Map. Community Panel No. 060137-0074C, December 1980.

Federal Railroad Administration, *High Speed Transportation Noise and Vibration Impact Assessment*, 1998.

Historic Resources Group, LLC, *Cultural Resources Technical Report: Proposed Renovation of Hall of Justice*, February 2004.

Hector Tobar, "Grime and Punishment". *Los Angeles Times*, 23 February 1993, page B3.

Los Angeles Civic Center Public Partnership, Inc, *Los Angeles Civic Center Shared Facilities and Enhancement Plan*, June 1997.

Los Angeles County, *Los Angeles River Master Plan*, 1966.

Los Angeles County, *Manual for the Standard Urban Storm Water Mitigation Plan*, 2000.

Los Angeles County, *Significant Ecological Area Study*, 2000.

Los Angeles County Department of Public Works, *Los Angeles County Integrated Waste Management Plan 2000 Annual Report*, 2001.

McCutchen, Black, Verleger, and Shea, *California Environmental Law Handbook*, 2nd. Ed., Governments Institutes, Inc. January 1988.

South Coast Air Quality Management District, CEQA *Air Quality Handbook*, 1993.

Southwest Builder and Contractor, 23 January 1925, page 47.

U.S Census Bureau, *Profile of General Demographic Characteristics, Census Tract 2074, Los Angeles, California*, 2000.

Weeks, Kay D. and Grimmer, Anne E. *The Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, or Reconstructing Historic Buildings*. Washington, D.C.: U.S. Department of the Interior, 1995, p.62.

W & S Consultants, *Phase I Archaeological Survey/Class III Inventory for the Hall of Justice Study Area, Los Angeles, Los Angeles County, California*, April 2003.