

## **2.0 POTENTIAL ENVIRONMENTAL EFFECTS THAT ARE NOT SIGNIFICANT**

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The analysis undertaken in support of the Final Environmental Assessment/Environmental Impact Report (Final EA/EIR) for the Hall of Justice Repair and Reuse Project determined that there are several issue areas that are not expected to have significant impacts resulting from implementation of the project. These issue areas include geology and soils (fault rupture, landslides, seismically induced settlement, tsunamis, seiches, and flooding), traffic and circulation (long term), visual quality, air quality (long term), noise (vehicle noise, parking structure, and mechanical equipment), public services and utilities (water supply, sewer service, energy, and solid waste), and water resource/flood encroachment.

### **2.1 GEOLOGY AND SOILS (FAULT RUPTURE, LANDSLIDES, SEISMICALLY INDUCED SETTLEMENT, TSUNAMIS, SEICHES, AND FLOODING)**

#### **Significant Impact**

None.

#### **Finding**

Impacts associated with surface fault rupture, landslides, seismically induced settlement, tsunamis, seiches, and earthquake-induced flooding would be less than significant. No mitigation measures are required.

#### **Fact**

The above finding is made based on the analysis included in Section 2.0 of the Final EA/EIR for the Hall of Justice Repair and Reuse Project.

### **2.2 TRAFFIC AND CIRCULATION**

#### **Significant Impact**

None.

#### **Finding**

Following the addition of the Hall of Justice Repair and Reuse Project-related traffic to the signalized key intersection surrounding the project site, the increase in the Critical Movement Analysis (CMA) delay at

the signalized key intersections would range from 0.003 to 0.027 seconds. 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 exceeds significance threshold levels. No mitigation measures are required.

### **Fact**

The above finding is made based on the analysis included in Section 2.0 of Final EA/EIR for the Hall of Justice Repair and Reuse Project.

## **2.3 VISUAL QUALITY**

### **Significant Impact**

None.

### **Finding**

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. Short-term visual impacts are considered to be adverse, but less than significant, since the impacts would be temporary. No mitigation measures are required.

Construction of a new 1,000-space parking structure is proposed as part of Hall of Justice Repair and Reuse Project. 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. 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. 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. No mitigation measures are required.

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 toward the ground and shielded or screened. This would prevent illumination from both spreading into the surrounding areas and interfering with vehicle traffic on surrounding roadways.

## **Fact**

The above findings are made based on the analysis included in Section 2.0 of the Final EA/EIR for the Hall of Justice Repair and Reuse Project.

## **2.4 AIR QUALITY**

### **Significant Impact**

None.

### **Finding**

None of the five criteria pollutants, carbon monoxide (CO), particulate matter (PM<sub>10</sub>) oxides of sulfur (SO<sub>2</sub>), reactive organic gases (ROG), and oxides of nitrogen (NO<sub>x</sub>) emissions, would exceed the adopted threshold established by the South Coast Air Quality Management District (SCAQMD). Therefore, under this alternative, primary effects would be less than significant. No mitigation measures are required.

## **Fact**

The above finding is made based on the analysis included in Section 2.0 of the Final EA/EIR for the Hall of Justice Repair and Reuse Project.

## **2.5 NOISE (VEHICLE NOISE, PARKING STRUCTURE, AND MECHANICAL EQUIPMENT)**

### **Significant Impact**

None.

### **Finding**

The largest increase in roadway noise levels when comparing the Future Without Project and the Future With Project was 0.1 A-weighted decibels (dB(A)). 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.

A new parking structure to include up to 4.5 levels below grade and up to 4.5 levels 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.

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.

### **Fact**

The above findings are made based on the analysis included in Section 2.0 of the Final EA/EIR for the Hall of Justice Repair and Reuse Project.

## **2.6 PUBLIC SERVICES AND UTILITIES (WATER SUPPLY, SEWER SERVICE, ENERGY, SOLID WASTE)**

### **Significant Impact**

None.

### **Finding**

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 the Hall of Justice Project. The project would not cause a significant impact on water supplies within the LADWP service area. No mitigation measures are required.

Adequate capacity exists within the receiving trunk sewer, and no significant impact to wastewater collection and distribution facilities would occur as a result of project development. In addition, effluent generated under Hall of Justice Project represents less than one percent of the treatment plant's remaining capacity of 92 million gallons per day. 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.

During construction and repair activities, the proposed Hall of Justice building would require the expenditure of electrical energy to operate power equipment and 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 the Hall of Justice Project 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.

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 tons per year of increased solid waste generated by the proposed project would be reduced by up to 50 percent. Furthermore, the County is obligated to meet the recycling and source reduction requirements of Assembly Bill 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 project would not be considered a significant impact. No mitigation measures are required.

### **Fact**

The above findings are made based on the analysis included in Section 2.0 of the Final EA/EIR for the Hall of Justice Repair and Reuse Project.

## **2.7 WATER RESOURCE/FLOOD ENCROACHMENT**

### **Significant Impact**

None.

## Finding

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 affixed 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 on site. 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 a National Pollutant Discharge Elimination System (NPDES) Permit from the Los Angeles Regional Water Quality Control Board (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.

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.

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. Development projects such as the Hall of Justice Repair and Reuse Project are required to submit and then implement a Standard Urban Storm Water Mitigation Plan (SUSMP) containing design features and Best Management Practices 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.

**Fact**

The above findings are made based on the analysis included in Section 2.0 of the Final EA/EIR for the Hall of Justice Repair and Reuse Project.

