

LOS ANGELES CITY PLANNING DEPARTMENT
RECOMMENDATION REPORT

CITY PLANNING COMMISSION

DATE: **December 14, 2006**
TIME: **after 8:30 a.m.***
PLACE: **Los Angeles City Hall**
200 N. Spring Street
10th Floor
Los Angeles, CA 90012

Expiration Date: January 26, 2007
Appeals: Appealable to City Council

CASE NO. CPC-2006-3492-CU

Commission Conditional Use

CEQA: EIR SCH 2005021055

Incidental Cases: None

Related Cases: None

Council District: 9

Plan Area: Central City

Specific Plan: None

Neighborhood Council: Downtown Los Angeles

Plan Land Use: Public Facilities

Zone: PF-4D and C2-4D

Applicant: Sam Tanaka, Bond Program Manager,
City of Los Angeles, Department of Public
Works.

PROJECT LOCATION: The block generally bounded by 1st Street to the north, Spring Street to the west, 2nd Street to the south, and Main Street to the east.

PROPOSED PROJECT:

The construction use and maintenance of a new approximately 500,000 square foot, Los Angeles Police Department Headquarters Facility, 10 stories and approximately 173 feet 5 inches in height. The project will include office space for police personnel, a 450 seat auditorium, a café with indoor and outdoor seating, approximately 600 square feet of retail space, and an open space area roughly one acre in size containing a lawn and landscaped terrace located adjacent to the building along 2nd Street. A rooftop wireless communications facility to be placed on the roof, consisting of a 450 square foot communications room and a minimum of 5 to a maximum of 24 dish antennae mounted on the roof of the building. The height of the highest dish antenna will be 14 feet above the parapet of the communications room on which the antennae will be mounted (180 feet above the adjacent grade). The auditorium will be available for general City functions as well as community use. The café and retail space will be leased to a concessionaire by the City and are anticipated to be open to the public during normal business hours. The project will provide 365 parking spaces in an on-site two-level subterranean garage on a 162,595 square foot site in the C2-2d (Commercial) and PF-4D (Public Facilities) zones.

REQUESTED ACTIONS:

1. Pursuant to Section 12.24. U. 14. of the Municipal Code, a **Conditional Use** [Major Development Project] for the construction of an approximately 500,000 square foot, 10 story, Los Angeles Police Department (LAPD) Headquarters Facility, as more completely described above.
2. Pursuant to Section 12.24. W. 49. of the Municipal Code, a **Conditional Use** for the construction of a wireless telecommunications facility to be placed on the roof of the LAPD Headquarters Facility,

RECOMMENDED ACTIONS:

1. **Approve** the requested conditional use for the construction of an approximately 500,000 square foot 10 story Los Angeles Police Department Headquarters Building, including a 450 seat auditorium, 600 square feet of retail space and a two-level subterranean garage, subject to the attached conditions of approval.
2. **Approve** the requested conditional use for the construction of a wireless communications facility located on the roof of the LAPD Headquarters Facility consisting of a 450 square foot

communications room, between 5 and 24 dish antennae mounted on the roof above the parapet, extending to a 180 feet above the adjacent grade subject to the attached conditions of approval.

3. **Certify** that it has reviewed and considered the information in the Draft and Final Environmental Impact Report SCH 2005021055 and Adopt the related environmental findings, (Note, EIR was Certified by City Council 05/19/06).
4. **Adopt** the Statement of Overriding Considerations;
5. **Adopt** the attached findings
6. **Advise** the applicant that, pursuant to the California State Public Resources Code Section 21081.6, the City shall monitor or require evidence that mitigation conditions are implemented and maintained throughout the life of the project and the City any require any necessary fees to cover the cost of such monitoring.
7. **Advise** the applicant that pursuant to the State Fish and Game Code Section 711.4 a fish and Game Fee and / or Certificate of Fee Exemption is now required to be submitted to the County Clerk to or concurrent with the Environmental Notice of Determination (NOD) filing

S. Gail Goldberg, AICP
Director of Planning

David Gay, Principal City Planner

Ron Maben, City Planner
(213) 978-1179

ADVICE TO PUBLIC: *The exact time this report will be considered during the meeting is uncertain since there may be several other items on the agenda. Written communications may be mailed to the *Commission Secretariat, Room 532, City Hall, 200 North Spring Street, Los Angeles, CA 90012* (Phone No. 213-978-1300). While all written communications are given to the Commission for consideration, the initial packets are sent to the week prior to the Commission's meeting date. If you challenge these agenda items in court, you may be limited to raising only those issues you or someone else raised at the public hearing agendized herein, or in written correspondence on these matters delivered to this agency at or prior to the public hearing. As a covered entity under Title II of the Americans with Disabilities Act, the City of Los Angeles does not discriminate on the basis of disability, and upon request, will provide reasonable accommodation to ensure equal access to this programs, services and activities. Sign language interpreters, assistive listening devices, or other auxiliary aids and/or other services may be provided upon request. To ensure availability of services, please make your request not later than three working days (72 hours) prior to the meeting by calling the Commission Secretariat at (213) 978-1300.

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PROJECT ANALYSIS

PROJECT SUMMARY

The proposed project requires two Conditional Use approvals pursuant to Sections 12.24.U.14 and 12.24.W.49. The first, pursuant to Section 12.24. U. 14. of the Municipal Code, is for a **Major Development Project** (The project exceeds “100,000 square feet of floor area in other nonresidential or non-warehouse uses.”) for the construction of a new Los Angeles Police Department (LAPD) Headquarters Facility. The second, pursuant to Section 12.24. W. 49. of the Municipal Code, is for the construction of a wireless telecommunications facility. to be placed on the roof of the LAPD Headquarters Facility.

The project is the full city block bounded by 1st Street, Main, 2nd Street, and Spring Street. The old Caltrans District 7 headquarters building and annex that occupied the southern two-thirds of this block, and the northern one-third portion was occupied by an alleyway, parking lot, and commercial buildings. The entire block, approximately 3.8 acres in size, is zoned as unlimited commercial with a 13:1 maximum floor-area ratio (C2-4D). The General Plan land use designation is Public Facilities for the parcel occupied by the former Caltrans building and Regional Center Commercial for the parcels occupied by the commercial buildings, alley, and parking lot. The site is now vacant and fenced off. Nearby surrounding land uses include City Hall to the north, the new Caltrans District 7 headquarters building to the east, the Higgins Building (loft-style apartments) and commercial businesses to the south, and the Times Mirror Building to the west.

The new Police Headquarters Facility will accommodate approximately 2,400 police personnel by the year 2011, or a 13 percent growth over the current 2,138 personnel assigned at Parker Center. The new PHF would be built on the block bounded by 1st Street, Main Street, 2nd Street, the existing police headquarters facility. A new office building will be constructed in the central portion of the site with a minimum floor plate of 40,000 gross square feet with 75-foot minimum setbacks from the adjoining sidewalks. The office building will contain 10 stories and will stand approximately 174 feet tall (ground elevation to top of parapet). The PHF will also include an approximately 450-seat auditorium, café, memorial garden, and additional retail space. Landscaping would also be installed throughout the site around the perimeter of the office building and in the public plaza area. Subterranean parking will be constructed and will consist of four levels with approximately 365 parking spaces. As an option, up to 140 parking spaces may be shifted to the Main Street Parking Facility at 2nd and Main Streets, which would eliminate one level of underground parking at the PHF. The public entrance to the PHF will be from 1st Street through a landscaped plaza and the personnel entrance will be from 2nd Street near Main Street. The proposed new PHF will provide office space for administrative police personnel, and only portions of the facility would be in operation 24 hours per day, 7 days per week. There will be no emergency response or dispatching from the new PHF. A helipad for emergency helicopter landings will be located on the roof of the police headquarters building, as required by building and safety regulations of the Los Angeles Municipal Code (Section 57.118.12).

BACKGROUND

The City of Los Angeles (City) has recognized that a permanent solution is needed to house the Los Angeles Police Department (LAPD) headquarters currently at Parker Center at 151 North Los Angeles Street in downtown Los Angeles. The existing police headquarters building, built in 1955, was damaged in the 1994 Northridge earthquake and lacks modern life-saving systems, and is deficient in capacity. Consequently, on February 25, 2003, the Los Angeles City Council approved, in concept, the construction of a police headquarters facility of approximately 350,000 to 500,000 square feet in size, depending on space programming results, to be located on City-owned land in the downtown Civic Center area.

In January 2004, the City, in coordination with various stakeholders, architects, planners, and consultants, developed the Public Safety Facilities Metro Site Master Plan Study. The study presented two viable alternatives for co-locating public safety facilities, including the new police headquarters facility, on three major blocks generally between Los Angeles and Vignes Streets, and north-south between Temple and 1st Streets in the downtown area. These schemes were presented to the public through various community meetings and workshops. By March 2004, environmental studies had been initiated by the City in relation to the Environmental Impact Report (EIR) in accordance with California Environmental Quality Act (CEQA) for the schemes presented in the master plan study, which came to be known as the Public Safety Facilities Master Plan. One alternative was selected as the proposed project while the other served as a project alternative. The initiation of that process was published in a notice dated March 26, 2004. However, during the preparation of the EIR, growing concerns about the placement of the new police headquarters facility continued to be voiced by the public and various stakeholders. As the comments were thought through, it became apparent that the other facilities and the Police Headquarters constituted different issues and the need for a new location for the police headquarters was removed from the Public Safety Facilities Master Plan Project to be addressed, as it's own distinct issue. As the lead agency, the City decided that a separate EIR was required for the police headquarters project.

On June 23, 2004, a new plan for the police headquarters was approved in concept by the City Council with a \$303 million budget. This new plan proposed to locate the police headquarters facility on the block of the old Caltrans District 7 headquarters building, and new parking on properties south of the former St. Vibiana's Cathedral at 2nd and Main Streets. As originally proposed in the master plan study, a new public parking facility would be located at the rear of Parker Center at 1st and Judge John Aiso Streets. In addition, the LAPD's Motor Transport Division was proposed to be co-located with the new police headquarters facility. This concept, which came to be known as the Police Headquarters Facility Plan is evaluated as the proposed current project in the draft EIR and the subject Conditional Use in this case. The purpose of the EIR is to provide decision-makers, public agencies, and the public detailed information about the potential significant environmental effects of the project, and to identify feasible mitigation measures and alternatives that minimize or avoid significant effects. The subject Conditional Use request is the vehicle to entitle the project in accordance with Los Angeles Municipal Code procedures. **Though the EIR analyzed the Police Headquarters Facility, the Main Street Parking facility and the Public Parking Facility at the corner of 1st Street and Judge John Aiso Streets, this Conditional Use request is ONLY for the Police Headquarters Facility.** The EIR was Certified by City Council May 19, 2006 and the Notice of Determination posted between May 24, 2006 and June 26, 2006 by the Los Angeles County Registrar as Document number 06-0020525.

PRIMARY ISSUES

Although there was no Hearing Officer Hearing was held for the case, there were 17 public meetings held for the Public Safety Facilities Master Plan Project and the Police Headquarters Facilities project between February 25, 2003 and May 5, 2005. Further, the City held a public meeting at City Hall on December 1, 2005, to solicit comments on the draft EIR during the CEQA review period at which 22 people spoke. Following is a brief overview of issues brought up at the public meetings related to the project and comment letters to the Draft EIR. There were 3 governmental responses from the State of California Clearinghouse and Planning unit, the Southern California Association of Governments and the Community Redevelopment Agency and 31 Citizen comment letters. Because the Environmental Impact Report analyzed the Police Headquarters Facility, the Main Street Parking facility and the Public Parking Facility at the corner of 1st Street and judge John Aiso streets, some of the issues brought up are not germane to the Police Headquarters Facility and are not included herein. Primary Issues brought up regarding the Police Headquarters Facility were:

Alternatives locations for the proposed project other than the current site. The City evaluated two alternatives in the draft that could feasibly avoid or lessen any significant environmental impacts while substantially attaining the basic objectives of the project. The range of alternatives selected and the evaluation provided is consistent with CEQA Guidelines.

The first alternative, other than “no project” was a New PHF at the 1st and Alameda Site. This alternative would relocate the PHF, to areas east of Alameda Street, between Temple and 1st Streets. The EIR found that this alternative would cause similar impacts as the proposed project. Although this alternative is feasible, it would not meet the project objectives to the same degree as the proposed project. The record of public participation shows that the Little Tokyo community overwhelmingly opposed the placement of the new PHF and related facilities at the 1st and Alameda Site. From a planning perspective, the Alameda site would be better used as a mixed-use development capitalizing on the adjacent Gold Line Station now under construction.

The other alternative was to re-build a PHF on the existing Parker Center Site. The EIR found this alternative would cause similar impacts as the proposed project, but would include demolition of Parker Center and the “tinker toy” parking structure, which are considered significant architectural resources, resulting in a visual impact to the setting. Impacts related to aesthetics and historic architectural resources would therefore be greater for this alternative and would be significant and unavoidable. This alternative would also require a longer construction schedule of approximately 18 to 20 months, resulting in escalated construction costs of approximately \$26 million more than the proposed project. This alternative was found to be less desirable than the proposed project.

The City of Los Angeles (City), acting as the Lead Agency for the project under CEQA, having reviewed and considered the final EIR and other information in the record, found that, a statement of overriding considerations was appropriate. The EIR was Certified by City Council May 19, 2006 and the Notice of Determination posted between May 24, 2006 and June 26, 2006 by the Los Angeles County Registrar as Document number 06-0020525.

Noise. Questions regarding the adequacy of the noise impact analysis provided in the draft EIR were raised. The noise impact analysis has been revised to include the commercially designated residential uses (the Higgins Building) as sensitive noise receptors. Mitigation measures are provided to address potential noise-related impacts associated with construction activities for the new PHF at the Old Caltrans Site. Operational noise impacts are evaluated in

the draft EIR. The operational noise analysis compares the anticipated future noise levels to the existing noise levels in the project area to determine if any of the significance thresholds would be exceeded. The quantitative noise analysis evaluated all types of anticipated operational activities, including operational traffic, parking structure noise, helipad operation noise, stationary noise sources (heating and air conditioning systems, noise generators, etc.), and loading dock and service areas. In addition, the EIR was revised to include a discussion of potential noise impacts associated with emergency vehicle operations associated with the new PHF. Operational noise impacts were found to be less than significant. It was determined that no additional analysis was required in the EIR.

Helicopter Noise Impacts. Comments on the potential noise and safety impacts associated with helicopter flights to and from the PHF were made, stating the helipad use as described in the EIR is inconsistent, as it is identified as necessary for emergency landings on a once per day, basis as a worst case scenario. The comment also states that the helipad will have a deliberate and harmful impact on the residents of the Higgins Building. Safety and noise impacts associated with helipad activity at the new PHF are evaluated in the draft EIR. The PHF building is required to provide a helipad on the roof for emergency helicopter landings in accordance with building and safety regulations. The existing helipad at Parker Center is used approximately once per day for the transport of police personnel and materials and it was assumed that the new PHF will function similarly. All flights would adhere to Federal Aviation Administration (FAA) flight safety regulations, which would minimize the potential for accidents to occur. A qualitative noise analysis was undertaken to specifically evaluate the helicopter related noise impacts at the Higgins Building. Based on that analysis, it was determined that noise levels would fall within acceptable limits at the Higgins Building and that no significant operational noise impacts would occur.

Traffic Impacts. Comments on the adequacy of the EIR traffic analysis, including intersection impacts, special events, and traffic safety issues were made. The impact analysis provided in the EIR, is based on the results of a traffic study that was developed in conjunction with LADOT for this project. The traffic study determined that the proposed project would result in significant unavoidable impacts at two of the 43 study area intersections. The two intersections anticipated to experience significant unavoidable traffic impacts are Main Street / 1st Street and Main Street / 2nd Street. Because the project would result in significant unavoidable impacts, the City Council adopted a "statement of overriding considerations" in order to approve the project. However, new information has been added to the EIR Project Description to supplement responses to comments that pertain to the media traffic issue. Impacts related to response times for emergency vehicles were evaluated in the Initial Study. The project will be constructed and operated in conformance with applicable standards in order to meet fire and safety needs.

Air Quality. Comments on the air quality analysis provided in the draft EIR were received. The analysis provided in the EIR, evaluates the short-term and long-term impacts associated with the development of the proposed project. The estimated maximum daily construction emissions and estimated daily emissions for operation of the proposed project were evaluated. The project would exceed daily construction emission thresholds established by the South Coast Air Quality Management District (SCAQMD), even after implementation of the recommended mitigation measures. Conversely, operational impacts would not exceed the SCAQMD thresholds and no long-term impacts to regional air quality would occur. The EIR analysis adequately evaluates impacts to air quality as a result of the proposed project. It was determined that no additional analysis is required in the EIR.

Other Plans. Comments were received that the proposed project is not consistent with the goals of the “Los Angeles Civic Center Shared Facilities and Enhancement Plan”. That plan recommends the existing Parker Center Site as the location for future LAPD facilities, and the Old Caltrans Site as a civic square. The proposed PHF project would still place police facilities within the “10-minute diamond” Civic Center area, consistent with the overall goals of the plan. This plan however is not a part of the City’s General Plan and has no force of law. The proposed project would not use the Old Caltrans Site as a civic square but would instead develop the new PHF at this location. The plan recognizes that actions and policies outside the control of the City may direct the location of facilities and businesses to alternative areas not in accordance with the plan. Consequently, the plan does not limit government development to the Civic Center vicinity, nor are the locations identified for differing government functions considered definitive. The plan does not affect or supersede the Central City Community Plan, which, as the adopted Land Use Element of the General Plan governs land use development in the Civic Center and therefore the proposal conforms to the General Plan. As such, land use consistency impacts at the Old Caltrans Site were found to be less than significant. This issue is more fully discussed in the Environmental findings section of this report.

CONCLUSION

The proposed PHF has been designed to provide generous public open space in response to community needs. Approximately one acre of landscaped area is being provided including a lawn area at the southern portion of the site, which is set back approximately 120 feet from 2nd Street. Landscaped terraces and hardscape features will surround the lawn area. The building itself is a triangular shaped structure made of concrete, limestone and various patterns of glass and is designed to preserve air space and views of St. Vibiana’s Cathedral and the Higgins building. The City requires that all new buildings constructed attain Leadership in Energy and Environmental Design (LEED) certification. LEED provides a complete framework for assessing building performance and meeting sustainability goals. The proposed project will implement. As feasible, measures for sustainable site development, water efficiency, energy efficiency, green building materials selection, and indoor environmental quality to achieve LEED certification as required by the City.

The proposed Conditional Use for a new Los Angeles Police Headquarters Facility is consistent with the goals and vision of the Central City Community Plan, which is the Land Use element of the General Plan. Alternatives were considered and found to be unsatisfactory. The proposed project will result in significant and unavoidable adverse environmental effects, but measures to reduce air quality and vibration impacts during construction have been made requirements of the project. No feasible measures to reduce traffic impacts at two intersections were found. While the project will cause unmitigated environmental impacts and will contribute to significant cumulative impacts, the City of Los Angeles (City), acting as the Lead Agency for the project under CEQA, having reviewed and considered the final EIR and other information in the record, finds that, a **statement of overriding considerations** was appropriate. The EIR was Certified by City Council May 19, 2006 and the Notice of Determination posted between May 24, 2006 and June 26, 2006 by the Los Angeles County Registrar as Document number 06-0020525. The City evaluated the request in light of available land, appropriateness in relation to other uses, relation to the adopted Land Use Element of the General Plan and environmental impacts and found this location to be the appropriate location for the new Police Headquarters Facility.

CONDITIONS OF APPROVAL

A. CONDITIONAL USE ENTITLEMENT CONDITIONS

1. **Site Plan.** The use and development of the subject property shall be in substantial conformance with the site plan labeled "Exhibit B-1", stamped and dated October 6, 2006, attached to the subject case file. Prior to the issuance of any permits for the subject project, detailed development plans, including elevations complete with antenna/dish location(s) for the proposed communications facilities, and a complete landscape and irrigation plan substantially in conformance with Exhibit B-4 attached to the file shall be submitted for review and approval by the Department of City Planning for verification of compliance with the imposed conditions.

Minor deviations may be allowed in order to comply with all provisions of the Municipal Code, the subject conditions, and the intent of the subject permit authorization.

2. **Use.** The use and development of the subject site shall be limited to a maximum 500,000 square foot, Los Angeles Police Department Headquarters Facility with a wireless telecommunications facility placed on the roof consisting of a 450 square foot communications room and a minimum of 5 to a maximum of 24 dish antennae mounted to the roof with the highest dish being 14 feet above the parapet of the communications room on which the antennae are mounted (180 feet above the adjacent grade) providing 365 parking spaces on site.
3. **Height.** The maximum height of structures shall be as follows:
 - a. Headquarters Building. The maximum height of the Los Angeles Police Department Headquarters Facility shall be 174 feet to the top of the parapet.
 - b. Communication Tower. The maximum height of the telecommunication equipment structures and dishes shall be 180 feet pursuant to Section 12.21 of the Municipal Code.
4. **Applicable Laws.** All applicable laws, regulations and standards of all local, State and Federal government agencies shall be observed. (Refer to Exhibit A - "Outline Specifications for Self Supporting Antenna Tower", attached to the administrative file).
5. **Communication Tower.** The proposed telecommunication facilities shall comply with all applicable Wireless Telecommunication Facilities Standards as stated in LAMC Section 12.21.A.20. 0
6. **Antennae.** A minimum of 5 to a maximum of 24 dish antennae mounted on the roof of the building. The height of the highest dish antenna will be 14 feet above the parapet.
7. **Installation.** The communication facility antennae and other electronic equipment shall be installed pursuant to a valid City of Los Angeles Building Permit
8. **Interference.** The communication facilities shall not interfere with television, radio or cordless phone reception or exceed limits established by the Federal Communications Commission.

9. **Landscape Plan.** All open areas not used for buildings, driveways, parking areas, recreational facilities or walks shall be attractively landscaped and maintained in accordance with a landscape plan, including an automatic irrigation plan, prepared consistent with the landscape provisions of 12.40 through 12.43 of the Municipal Code, by a licensed landscape architect to the satisfaction of the Department of City Planning and in substantial conformance with Exhibit B-4 attached to the file.

B. OTHER CONDITIONS.

10. **Sustainable Development Practices.** The applicant shall submit a “green building” program prior to obtaining any building permit, to the satisfaction of the Department of City Planning. The program shall address the development’s sensitivity to the environment, resources and energy consumption, the impact on people (quality and health of work environment), and financial impact (cost-effectiveness/savings in comparison to standard development practices). The program must include the following description of building materials and development techniques, which shall be incorporated within the development project:

- a. Recycled content products (i.e. Building materials, exterior deck material, lawn furniture, playground equipment, landscape edging and the like).
- b. Utilize materials from renewable sources (Use rapidly renewable floor projects such as bamboo or linoleum to help reduce the amount of land and resources dedicated to producing construction materials).
- c. Roof systems (white roof/cool roof)
- d. Efficient modes of transportation
- e. Energy efficient equipment and appliances (Energy Star certified appliances, photovoltaic applications, etc...)
- f. Water conserving devices (i.e. low flush toilets, shower heads, electronic plumbing sensors, waterless urinals, drip irrigation systems, landscape irrigation timers).
- g. Landscaping plant materials (i.e. Native trees, shrubs and ground cover).
- h. Use low Volatile Organic Compounds (VOC) emitting materials.

As an alternative to the above green building program requirement, the applicant may submit documentation verifying certification by the Leadership in Energy and Environmental Design (LEED) rating system, with the minimum level of “LEED Certified”. (Reference: www.usgbc.org/).

11. **Open Space.** The open space and landscaping shall be in substantial conformance with the Landscape and hardscape plan labeled Exhibit B-4, dated October 6, 2006 attached to the file.
12. **Maintenance.** The subject property including any associated parking facilities, sidewalks, parkways, and landscaped setbacks adjacent to the exterior walls along all property lines shall be maintained in an attractive condition and shall be kept free of trash and debris.
13. **Truck Traffic Restricted Hours.** Truck traffic directed to the project site for the purpose of delivering materials or construction-machinery shall be limited to the hours beginning at 9:00 AM and ending at 4:00 PM, Monday through Friday. No truck deliveries shall occur outside of that time period. No truck queuing related to such deliveries to the

project site shall occur on any local or collector street within the project vicinity outside of that time period.

14. **Construction Posting.** A sign shall be posted on site clearly stating a contact/complaint telephone number that provides contact to a live voice, not a recording or voice mail, during all hours of construction, the construction site address, and the tract map number. YOU ARE REQUIRED TO POST THE SIGN 7 DAYS BEFORE CONSTRUCTION IS TO BEGIN.
15. **Graffiti.** Every building, structure or portion thereof shall be maintained in a safe and sanitary condition and good repair. The premises of every building or structure shall be maintained in good repair and free from graffiti, debris rubbish, garbage, trash, overgrown vegetation or other similar material, pursuant to Municipal Code Section 91,8104. The exterior of all privately owned buildings and fences shall be free from graffiti when such graffiti is visible from a public street or alley, pursuant to Municipal Code Section 91,8104.15.
16. **Dedication(s) and Improvements.** Prior to the issuance of any building permits, public improvements and dedications for streets and other rights-of-way adjoining the subject property shall be guaranteed to the satisfaction of the Bureau of Engineering, Department of Transportation, Fire Department (and other responsible City, regional, and Federal government agencies, as may be necessary).

a. Responsibilities/Guarantees.

- 1) As part of early consultation, plan review, and/or project permit review; the applicant/developer shall contact the responsible agencies to ensure that any necessary dedications and improvements are specifically acknowledged by the applicant/developer.
- 2) Prior to issuance of sign-offs for final site plan approval and/or project permits by the Department of City Planning, the applicant/developer shall provide written verification to the Department of City Planning from the responsible agency acknowledging the agency's consultation with the applicant/developer.
- 3) The required dedications and improvements may necessitate redesign of the project. Any changes to the project design required by a public agency shall be documented in writing and submitted for review by the Department of City Planning.

b. Street Dedication Requirements (Bureau of Engineering, June 21,2006)

2nd Street (Secondary Highway) - 6-foot wide strip of land along the property frontage and 20-foot radius property line returns at the intersections with Main Street and Spring Street. The dedication will be limited to a depth of 6 inches below the sidewalk elevation due to a proposed basement encroaching into the public right-of- way. A certified survey map shall be submitted with the dedication application showing the dimension and areas being dedicated satisfactory to the city engineer. Submit a legal description describing the areas to be dedicated with the dedication application.

Note: it appears that the proposed subterranean structure will encroach into the existing street right-of-way and a revocable permit will not be granted for this structure. The applicant should investigate the need for a subsurface street vacation in addition to this planning action.

1st Street (Secondary Highway) - 20-foot radius property line returns at the intersections with Main Street and Spring Street. The dedication will be limited to a depth of 6 inches below the sidewalk elevation due to the encroachment of the proposed basement structure into the City's Right-of-way.

Spring Street (Major Highway – Class II) – A 12 foot wide strip of land along the property frontage to complete a 52-foot half right-of-way in accordance with Major Highway – Class II standards. The dedication will be limited to a depth of 6 inches below sidewalk elevation due to the encroachment of the proposed basement structure. A certified survey map shall be submitted with the dedication application showing the dimension and areas being dedicated satisfactory to the City Engineer. Submit a legal description describing the areas to be dedicated with the dedication application.

Main Street (Secondary Highway) – No Dedication

c. Improvements Required

2nd Street – Construct additional surfacing to join the existing improvements to provide a 26 foot half roadway, including asphalt pavement, integral concrete curb, 2-foot gutter, access ramps at the corners of Main Street and Spring Street and a 10-foot concrete sidewalk. These improvements should suitably transition to join the existing improvements to the satisfaction of the City Engineer.

1st Street – Repair any broken, off-grade or bad order concrete curb, gutter and sidewalk and close any unused driveways to the satisfaction of the City Engineer.

Spring Street – Construct additional concrete sidewalk in the dedicated right-of-way and repair any broken, off grade, or bad order concrete curb, gutter, and sidewalk. Close any unused driveways to the satisfaction of the City Engineer.

Main Street – Repair any broken, off grade, or bad order concrete curb, gutter, and sidewalk. Close any unused driveways to the satisfaction of the City Engineer.

Install tree wells with root barriers and plant trees satisfactory to the City Engineer and the Urban Forestry Division of the Bureau of Street Services. Some tree removal may be required in conjunction with the street improvements and may require Board of Public Works approval. The applicant should contact the Urban Forestry division for further information (213) 485-5675.

Trees: Board of Public Works approval shall be obtained prior to the issuance of the Certificate of Occupancy of the development project, for the removal of any tree in the existing or proposed public right-of-way area associated with the improvement requirements outlined herein. The Bureau of Street Services,

Urban Forestry Division is the lead agency for obtaining Board of Public Works approval for removal of such trees.

Notes: Street lighting and street light relocation will be required satisfactory to the Bureau of Street Lighting (213) 847-6379.

Refer to the Department of Water and power regarding power poles (213) 367-2715.

Relocation of traffic signals, signs, equipment and parking meters shall be to the satisfaction of the Department of Transportation (213) 928-9691.

Fire hydrants shall be relocated to the satisfaction of the Fire Department (213) 485-6543.

Other Public Improvements:

- a. Relocate catch basins along 1st Street and 2nd Street per B-Permit plan check requirements. Roof drainage and surface runoff from the project site shall be collected and treated at the site and directed to the streets via drain systems constructed under the sidewalk and through the curb drains connected to the catch basins.
- b. Sewer lines in 1st Street and 2nd Street, Main Street and Spring Street may require connection to the 6-inch house connection laterals. All Sewerage Facilities Charges and Bonded Sewer fees are to be paid prior to obtaining a building permit.
- d. Submit a request to the Public counter of the Central District Office of the Bureau of Engineering (213) to initiate an investigation by the Bureau of Sanitation to determine if existing sewer capacity is adequate to accommodate the project.
- e. Submit shoring plans and lateral support plans to the Central District Office of the Bureau of Engineering Excavation Counter for review and approval prior to excavation adjacent to the public right-of-way (213) 482-7048.
- f. Submit a parking area and driveway plan to the Department of Transportation and the Central District Office of the Bureau of Engineering for review and approval.

C. ENVIRONMENTAL CONDITIONS

The subject request has an Environmental Impact Report Certified by the City Council May 19, 2006 and the Notice of Determination posted between May 24, 2006 and June 26, 2006 by the Los Angeles County Registrar as Document number 06-0020525.

Construction (Air Quality)

17. Best Available Control Measures (BACMs) shall be incorporated into the project's contract specifications to facilitate enforcement, as follows:
 - a. At least 75% of all architectural coatings shall be No-VOC coatings.
 - b. All heavy construction equipment shall be outfitted with particulate filters.
 - c. All heavy construction equipment shall be powered by Puri-NOX or a NOX emission-reducing equivalent fuel.
 - d. All heavy construction equipment shall be properly tuned and maintained.

- e. All heavy construction equipment engines shall use cooled exhaust gas recirculation or shall be Tier II compliant, as feasible.
 - f. All heavy construction equipment not equipped with cooled exhaust gas recirculation shall be equipped with NOX catalysts, as feasible.
18. **Archaeological Resources.** Ground-disturbing activities at the Old Caltrans Site shall be monitored by a qualified archaeologist. In the event cultural resources are discovered, work in the vicinity shall be halted immediately until the resource is assessed and treatment is determined. Monitoring shall be conducted during all excavation and grading activities.
19. A maintenance plan for Parker Center shall be developed and implemented by a qualified historic architect or preservation professional who meets the Secretary of the Interior's Professional Qualification Standards. The plan shall address the character-defining features of Parker Center that were detailed in the historical assessment prepared for the City's Proposition Q and F Civic Center Public Safety Facilities Project (Gregory, Wuellner, and Hirsch 2004). The plan shall include a detailed documentation of existing contributing historic features, finishes, and materials of Parker Center and associated contributing objects, including the Young mosaic and Rosenthal sculpture group. The plan shall comply with all applicable Secretary of Interior Standards and shall include a maintenance schedule for Parker Center.
20. **Paleontological Resources.**
- a. During excavation at the Old Caltrans Site, a qualified paleontologist(s) shall monitor excavation and earth removal from areas likely to contain paleontologic resources, including subsurface Pleistocene alluvium and underlying deposits of the marine Late Miocene Puente Formation (also known as the Modelo Formation) and marine Pliocene Fernando Formation. To avoid construction delays, the paleontological monitor(s) shall be equipped to salvage fossils as they are unearthed and to remove samples of sediments that are likely to contain fossil remains. The paleontological monitor(s) shall be able to temporarily halt or divert construction equipment, should the salvage and removal of fossil specimens require this. The monitor shall be present for all major grading. In the event that major grading reveals the presence of fossiliferous rock unit(s) at any site, the monitor shall be on-site until all grading is completed.
 - b. During excavation at the Old Caltrans Site, samples of the Puente Formation and Fernando Formation shall be collected and analyzed by a qualified paleontologist for potential fossil resources. As these fossils are small and undetectable in normal excavation monitoring activities, samples shall be collected from a range of depths at the location, and a number at the discretion of the paleontologic monitor(s).
 - c. If paleontological resources are encountered during construction, recovered specimens shall be prepared to a point of identification and permanent preservation, including washing of sediments to recover small or minute fossil remains.
 - d. If paleontological resources are encountered during construction, recovered specimens shall be identified and curated into an established, accredited, professional museum repository with permanent retrievable paleontologic storage.
 - e. Itemized inventory of specimens shall be prepared and submitted to the City of Los Angeles, Department of Public Works, Bureau of Engineering along with a

confirmation of the specimens deposited in an accredited and permanent museum repository.

21. Noise and Vibration.

- a. During all site preparation, grading, and construction at the project site, the construction contractor shall stockpile materials and stage vehicle areas away from noise-sensitive receivers adjacent to the project sites to the extent feasible.
- b. All construction equipment used at the project site shall be in proper operating condition and fitted with standard factory noise attenuation features. All equipment shall be properly maintained to eliminate unnecessary additional noise due to worn or improperly maintained parts.
- c. Hydraulic hammer attachments used in pavement and structure demolition at the project site shall be equipped with a silencing package.
- d. Plywood fencing (approximately $\frac{3}{4}$ inch or grater plywood thickness) of a minimum 8 feet in height shall be used along the perimeter of construction sites at the project site to minimize noise to nearby noise-sensitive receivers. This perimeter fencing shall not have perforations or gaps, and shall be provided in addition to required security fencing.

FINDINGS

- 1. General Plan Land Use Designation.** The subject property is located within the area covered by the Central City Community Plan, adopted by City Council January 8, 2003, (Case No. CPC 1994-0225-CPU). The majority of the property is designated as Public Facilities with a corresponding zone of PF. The remainder of the site fronting 1st Street is designated as Regional Center Commercial with corresponding zones of CR, C1.5, C2, C4, C5, R3, R4, R5, RAS 3, RAS 4. The property is zoned PF-4D and C4-4D corresponding to the land use designation and consistent with the General Plan. No changes to the zone or plan are proposed.

General Plan Framework. The General Plan Framework, originally adopted by City Council on December 11, 1996, and re-adopted on August 8, 2001, is a strategy for the long-term growth that sets a citywide context to guide the City's Community Plans, zoning ordinances and other pertinent programs. This element responds to State and Federal mandates to plan for the City of Los Angeles' future. The Framework Plan identifies the project site as in the "Downtown Center", which is defined as "an international center for finance and trade that serves the population of the five county metropolitan region. Downtown is the largest government center in the region and the location for major cultural and entertainment facilities, hotels, professional offices, corporate headquarters, financial institutions, high-rise residential towers, regional transportation facilities and the Convention Center". Land use objectives and policies applicable to the proposed project include the following:

Policy 3.11.1 Encourage the development of land uses and implement urban design improvements guided by the Downtown Strategic Plan.

The Framework Element also recognizes the need for infrastructure and public services improvements to support the needs of the City's growth and, at the same time, to replace existing facilities that have deteriorated due to age or have become obsolete. The following goal, objective, and policies are relevant to the proposed project.

Goal 9I Every neighborhood in the City has the necessary police services, facilities, equipment, and manpower required to provide for the public safety needs of that neighborhood.

Objective 9.14 Protect the public and provide adequate police services, facilities, equipment, and personnel to meet existing and future needs.

Policy 9.14.4 Complete all funded capital facilities in as short a time as possible.

Policy 9.14.5 Identify neighborhoods in Los Angeles where facilities are needed to provide adequate police protection.

Policy 9.14.7 Participate fully in the planning of activities that assist in defensible space design and utilize the most current law enforcement technology affecting physical development.

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Policy 9.14.5 Identify neighborhoods in Los Angeles where facilities are needed to provide adequate police protection.

Policy 9.14.7 Participate fully in the planning of activities that assist in defensible space design and utilize the most current law enforcement technology affecting physical development.

3. The **Transportation Element** of the General Plan will be affected by the recommended action herein. However, any necessary dedication and/or improvement of 1st Street, Main Street, 2nd Street or Spring street to Plan designated Secondary Highway standards will assure compliance with this Element of the General Plan and with the City's street improvement standards pursuant to Municipal Code Section 17.05.
4. The **Sewerage Facilities Element** of the General Plan will be affected by the recommended action. However, requirements for construction of sewer facilities to serve the subject project and complete the City sewer system for the health and safety of City inhabitants will assure compliance with the goals of this General Plan Element.
5. **Street Lights.** Any City required installation or upgrading of streetlights is necessary to complete the City street improvement system so as to increase night safety along the streets, which adjoin the subject property.
6. **Conditional Use Findings.** Pursuant to Section 12.24 E of the Municipal Code:
 - a. *The proposed location will be desirable to the public convenience or welfare.*

Police Headquarters Building. The existing LAPD Headquarters is located at 151 North Los Angeles Street in the complex known as "Parker Center". Built in 1954, Parker Center was damaged during the 1994 earthquake and is approximately 245,000 square feet, antiquated and overcrowded to meet the needs of a modern police headquarters for a city the size of Los Angeles. The new headquarters building proposed for the Old Caltrans site will occupy a full city block approximately 3.8 acres in size. This is the only vacant city owned site of such an unencumbered size in the vicinity of the civic center. The new building will double the square footage to 500,000 square feet and can accommodate up to 2,400 police personnel, a 13% increase over the current 2,138 personnel at Parker Center. The proposed location is ideal in that it is still within the civic center across from City Hall and will allow convenient access to the public since many people associate the government center with City Hall and while people may not know where the police headquarters is located, most know where City Hall is, associate the two functions and expect proximity. The subject site across 1st street and south of City Hall will allow close communication with City Hall and be convenient to citizens needing police assistance; therefore the proposed location will be desirable to the public convenience and welfare.

Telecommunications Equipment. The proposed telecommunications equipment and antennae array is necessary to support police communications between headquarters and other operations and field staff and ultimately aid in providing more efficient service to City residents. The tower will be sited and operate in compliance with LAMC Section

12.21 A 20, (Wireless Telecommunications Facilities), and comply with all applicable Local, State and Federal requirements.

b. *The proposed project is proper in relation to adjacent uses or the development of the community.*

Police Headquarters Building. The proposed Police Headquarters Building is proper in relation to adjacent uses or the development of the community in that it is located adjacent to other civic functions such as the new Caltrans Building to the east, City Hall to the north, a block from the proposed new Federal Courthouse to the west and two blocks from the new jail now under construction on the corner of Temple and Los Angeles Streets. The height and size of the new building is comparable in scale to the new Caltrans Building to the east, the 10-story Higgins Building to the south, the Times Building to the west and City Hall to the north. This congregation of civic functions and buildings of similar scale makes project proper in relation to adjacent uses and development.

Telecommunications Equipment. As previously stated, the proposed telecommunications equipment will be sited pursuant to LAMC Section 12.21 A 20, (Wireless Telecommunications Facilities) and will comply with all applicable Local, State and Federal requirements. Requirements of this Section include minimum distances from habitable structures, screening of antennae and setbacks from the building edge.

c. *The proposed project will not be materially detrimental to the character of development in the immediate neighborhood.*

Police Headquarters Building. The proposed project is located in an area that is urban in nature and is developed with other governmental uses, The new project will continue the same uses as the existing Parker Center, police station, with communications, vehicle parking an auditorium and café. The new uses will provide expanded and modernized operating, storage, communications abilities and parking facilities. These new uses will not be materially detrimental to the character and development of the immediate neighborhood as they continue an existing use on a site currently vacated and graded where the previous Caltrans offices were located. The adjacent blocks to the north and east are currently being used as government offices (City Hall and the new Caltrans Headquarters). The westerly block is occupied by the offices of the Los Angeles Times and the next block west of that is proposed to be the new Federal Courthouse building. Only the immediate adjacent use to the south across 2nd Street is occupied by residential uses in the converted Higgins Building. The proposed PHF has an approximate 130 foot setback north from 2nd Street which contains a lawn measuring approximately 64 feet deep by 220 feet long, a 28 foot wide sidewalk on 2nd Street and extensive landscape and hardscape features all directly across from the Higgins Building, adding an unusually generous landscape element to soften the interface with the adjacent residential uses.

Telecommunications Equipment. The proposed telecommunications equipment will be ancillary to and located atop the new Police Headquarters. Its visual profile atop the 10-story structure will be negligible and it will not interfere with local communications as

required by LAMC Section 12.21 A 20, Wireless Telecommunications Facilities, and will comply with all applicable Local, State and Federal requirements.

- d. *The proposed project will be in harmony with the various elements and objects of the General Plan.*

Police Headquarters Building and telecommunications facilities. The subject property is located within the Central City Community Plan area adopted by the City Council January 8, 2003 (Case No. CPC 1994-0225-CPU). The Plan map designates the subject property Public Facility, and Regional Commercial with corresponding zone(s) of PF and C2-4D. The Central City Community Plan supports the development and improvement of police services and facilities in the community plan area. Therefore, the proposed project will be in harmony with the various elements and objects of the General Plan.

7. The approval of the requested Conditional Use has been made contingent upon compliance with the conditions of approval imposed herein. Such limitations are necessary to protect the best interests of and to assure a development more compatible with surrounding properties, to secure an appropriate development in harmony with the General Plan, and to prevent or mitigate the potential adverse environmental effects of the subject recommended action.
8. **Fish and Game.** The subject project, which is located in Los Angeles County, will not have an impact on fish or wildlife resources or habitat upon which fish and wildlife depend, as defined by California Fish and Game Code Section 711.2. The project qualifies for the De Minimus Exemption from Fish and Game Fees (AB3158).

9. ENVIRONMENTAL IMPACTS AND FINDINGS

Environmental (CEQA) The Environmental Impact Report, entitled Police Headquarters Facility Plan, SCH #2005021055 was prepared by the City of Los Angeles Department of Public Works, Bureau of Engineering in accordance with the California Environmental Quality Act. The scope of the EIR covered the new Police Headquarters Facility, which is the subject of this action and a new Main Street Parking Facility that included a Motor Transport Division office and a new Aiso Street Parking Facility as identified projects under Section 21081 of the California Environmental Quality Act (CEQA). The approval of project plans for Police Headquarters Facility that is adopted as a part of this action will result in significant impacts in the areas of short term Air Quality, short term Noise and Vibration, long term Traffic impacts to the intersections of Main Street and 1st Street and Main Street and 2nd Street, and cumulative impacts on Air Quality, Traffic and Utilities, based on the information and analyses set forth in the final EIR, the City concluded that after balancing the specific economic, social, and operational benefits of the proposed project against the unavoidable adverse environmental impacts, that said benefits are overriding considerations which outweigh the adverse impacts of the proposed project. Those adverse impacts are therefore considered acceptable. The EIR was Certified by City Council May 19, 2006 and the Notice of Determination posted between May 24, 2006 and June 26, 2006 by the Los Angeles County Registrar as Document number 06-0020525.

The EIR for the subject project concluded that potentially significant impacts would not occur in the following categories:

Agricultural Resources; Biological Resources; Mineral Resources; Population/Housing; Public Services; and Recreation.

The EIR for the subject project identifies potentially significant impacts from the proposed project requiring mitigation measures which would reduce the projects impacts to a less than significant level for the following impacts:

Archaeological Resources; Historic/Architectural Resources; and Paleontological Resources

The EIR identifies three categories that result in significant unavoidable impacts for the proposed project:

Air Quality; Noise (vibration only); and Traffic

Although mitigation measures are identified for Air Quality and Noise impacts identified above, the mitigation measures would not be sufficient to reduce the impacts to less than significant.

ENVIRONMENTAL IMPACT REPORT PROCESS

The City of Los Angeles is the Lead Agency for the proposed project. The Department of Public Works, Bureau of Engineering was responsible for administering the state-mandated environmental review process. The Department of Public Works prepared a Draft EIR and a Final EIR to comply with CEQA and the State CEQA Guidelines (CEQA Guidelines; California Code of Regulations, Title 14, Division 6, Chapter 3, Sections 15000 et seq.)

Noticing and the Availability of the Draft EIR The draft EIR was circulated for public review and comment on November 7, 2005 initiating a 45-day public review period pursuant to CEQA and its implementing guidelines. The comment period was extended by 11 days by the City, bringing it to January 2, 2006. The EIR and the Notice of Completion (NOC) was distributed to the California Office of Planning and Research, State Clearinghouse. Relevant agencies also received copies of the document and a Notice of Availability (NOA) was distributed to over 500 interested parties and adjacent property owners and residents, which informed them of where they could review the document and comment. Notices were filed with the Los Angeles City and County Clerks and were also published in the Los Angeles Times on November 3, 2005 and in the Los Angeles Downtown News on November 7, 2005. The 45-day review period provided interested public agencies, groups, and individuals the opportunity to comment on the contents and accuracy of the EIR document. The EIR was also available to the public at the Little Tokyo Branch City Library and the Central Branch Library. A copy of the document was also posted online.

Location of Records: Documents constituting the record of proceedings on which approval of the project and certification of the EIR have been based are available at the City of Los Angeles, Department of Public Works, Bureau of Engineering, 1149 South Broadway, Suite 600, Los Angeles, CA 90015.

PROJECT FINDINGS INTRODUCTION

CEQA and the CEQA Guidelines provide that no public agency shall approve or carry out a project for which an environmental impact report has been certified which identifies one or more significant effects on the environment that would occur if the project is approved or carried out, unless, for each significant impact, the public agency makes one or more of the following findings, as appropriate in accordance with PRC Section 21081 and CEQA Guidelines Section 15091:

- i. Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR;
- ii. Such changes or alternatives are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency;
- iii. Specific economic, legal, social, technological and/or other considerations make infeasible the mitigation measures or project alternatives identified in the Final EIR.

A narrative of supporting facts follows the appropriate Finding. For many of the impacts, one or more of the Findings above have been made. Whenever Finding iii above is made, the City Planning Commission shall determine that there will be (even after mitigation) an unavoidable significant level of impact due to the project and sufficient mitigation is not available to reduce the impact to a level of insignificance. Such impacts are always specifically identified in the supporting discussions. The Statement of Overriding Considerations applies to all such unavoidable significant impacts, as required by Sections 15092 and 15093 of the CEQA Guidelines.

FINDINGS OF FACT

After reviewing the Final EIR and the public record on the project, pursuant to Section 15091 of the CEQA Guidelines, the City Planning Commission shall make Findings as set forth below in this document regarding the significant effects of the proposed project. Except to the extent they conflict with the findings and determinations set forth below, the analysis and conclusions of the Final EIR, including but not limited to the responses to comments, are incorporated herein by reference and are hereby presented as findings. The City Planning Commission shall certify that the Final EIR reflects the independent judgment and analysis of the City of Los Angeles.

Cumulative Impacts

Except as expressly provided to the contrary, all effects of the Project on the environment are hereby found to be not significant. Cumulative impacts of the Project in conjunction with other past, present and reasonably foreseeable future projects have been addressed where applicable and will not be significant after mitigation.

POTENTIAL ENVIRONMENTAL IMPACTS DETERMINED TO BE NOT SIGNIFICANT UPON ANALYSIS REQUIRING NO MITIGATION

A. Aesthetics / Light and Glare

Impact: The proposed project was evaluated for potential visual impacts based upon anticipated changes to the visual environment as a result of project implementation. Several historic buildings border the site including the Times-Mirror Building across Spring Street, the 10 story Higgins Building across 2nd Street, currently converted to 135 condominiums, and Saint Vibiana's Cathedral to the southeast. The Times Building and Saint Vibiana's being an office building and an unoccupied Cathedral were deemed to not be sensitive to view intrusion.

Finding: No significant impacts to aesthetics or light and glare would occur as a result of the project; therefore no mitigation measures are required.

B. Geology and Soils

Impact: The proposed project has the potential to experience strong seismic ground shaking during its lifetime that would expose people and structures to loss, damage, and injury. Due to their proximity to nearby regional fault systems, the project site is likely to experience strong seismic ground motion during the life of the project. The proposed project would adhere to all current, applicable State of California requirements regarding design and construction. In addition, the geotechnical engineering reports established site-specific design and implementation requirements that would be implemented by the City as part of the proposed project. Implementation of the site-specific design requirements and adherence to building code requirements would reduce impacts related to seismic ground shaking to a less than significant level.

Construction activities such as excavation and grading would potentially result in a loss of topsoil or substantial soil erosion. A significant impact would occur if the project resulted in or exposed people to adverse effects involving erosion through changes in topography or unstable soil conditions from excavation, grading, or fill. The project would be designed, as feasible, to attain certification in Leadership in Energy and Environmental Design (LEED). The project would meet erosion and sedimentation controls established in the LEED criteria. The project would also be subject to Storm Water Pollution Prevention Plan requirements for erosion and sedimentation control during construction. Best management practices (BMPs) would be undertaken to control runoff and erosion from

earthmoving activities such as excavation, grading, and compaction. All grading, excavation, and construction of foundations would be performed under the observation of a representative of the geotechnical engineer. Because the project would be required to adhere to all applicable construction standards with regard to erosion control, no significant impacts would occur and no mitigation is required.

Finding: No significant impacts to geology and soils would occur as a result of the project; therefore, no mitigation measures are required.

C. Hazards and hazardous Materials

Impact: The Old Caltrans Site is located on a list of hazardous materials sites; however, there are no reported violations for the site and it does not present a hazard to groundwater or soil. Accordingly, impacts associated with inclusion on a list of hazardous materials sites were not evaluated further. There is no known or suspected contaminated soil beneath the former Caltrans Site. Potential impacts associated with demolition and release of hazardous materials such as contaminated soil, asbestos containing materials, and lead-based paint, have been previously analyzed in the Caltrans District 7 Headquarters Replacement Project EIR (Caltrans, 2001). In addition, the site is not located within a methane or methane buffer zone.

The proposed project would potentially create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. Construction of the PHF and underground parking at the Old Caltrans Site would encounter groundwater during excavation activities. Groundwater beneath the site may be contaminated due to the open leaking underground storage tank (76 Products Station case), which is up-gradient of the project site. In the event contaminated ground water is encountered during construction, standard practices for handling, treatment, and disposal will be followed. Therefore, compliance with applicable rules and regulations, as further discussed below under Groundwater Contamination, would reduce impacts to a less than significant level.

Operational activities at the Old Caltrans Site would include administrative activities and a once daily helicopter landing and takeoff for the transport of police personnel and materials. The site would include an auditorium, café, memorial garden, and retail space. There would be no emergency response or dispatch occurring at the Old Caltrans Site and only portions of the PHF building would be operational 24 hours a day. The proposed operational use of the Old Caltrans Site would not involve the routine transport, use, or disposal of hazardous materials. Activities conducted at the proposed PHF building would be consistent with those currently performed at Parker Center. Accordingly, potential impacts associated with the routine transport, use, or disposal of hazardous materials are considered to be less than significant.

Finding: Impacts from hazards and hazardous materials would be less than significant; therefore, no mitigation measures are required.

D. Hydrology and Water Quality

Impacts: The proposed project would be constructed in areas that are already developed with impervious surfaces. As such, the rate and quantity of runoff would not be expected to increase as a result of the proposed project. Flows would continue to be directed to the municipal storm drain system surrounding each of the sites. As such, the project would not substantially increase the rate or amount of surface runoff from the project site or exceed the capacity of existing stormwater drainage systems. Because the project site is not located in a groundwater recharge area and the project would not increase the amount of impervious surface area, the project would not interfere with groundwater recharge. Although dewatering would be required during construction of the PHF at the Old Caltrans Site to control seepage from low groundwater levels, the groundwater control system would be designed, constructed, and operated to control the inflow of groundwater without impacting groundwater levels at the project site. In the event long-term dewatering is required at the Old Caltrans Site upon completion of the PHF, the subterranean parking structure, which would extend into the groundwater, could be designed and constructed as a water tight structure to reduce the need for permanent dewatering. The project site is not within a 100-year flood hazard zone; therefore, potential flooding impacts would not occur.

Construction and operation of the project would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade water quality. During construction, activities such as clearing, grading, excavation, and structure construction would result in the disturbance of soil. During storm events, stormwater runoff could carry sediments and other substances from construction activities, resulting in erosion and stormwater pollution discharges to the storm drain system and, ultimately, nearby receiving waters. Because the proposed project would be designed in accordance with LEED standards, stormwater management measures that would be implemented would complement or exceed minimum BMPs required under applicable stormwater regulations. Compliance with applicable regulations and implementation of BMPs and other stormwater management measures would ensure water quality standards or waste discharge requirements are not violated and that operations do not substantially degrade water quality. In addition, all tanks and associated piping used for the underground fuel tanks would comply with applicable leak detection and monitoring requirements and would also be permitted in accordance with applicable regulations, including State Water Resources Control Board Title 23 CCR, Chapter 16. Accordingly, operation of the proposed project would not result in a significant adverse impact to water quality and no mitigation would be required.

Construction and operation of the project would not substantially alter any existing drainage patterns or result in substantial erosion or siltation on or off site.

Construction activities would result in temporary alterations of surface drainage characteristics at the project site. Potential impacts related to erosion and siltation off-site would be addressed through compliance with the Los Angeles River Water Quality Control Board permit requirements during construction. In addition, implementation of the BMPs and stormwater management features of the project would reduce operational discharge from the project site. Urban runoff and stormwater flows would continue to discharge into the municipal storm drain system upon completion of the project. Post-construction drainage characteristics at the project site would not be substantially altered as a result of the project. Impacts would be less than significant and no mitigation would be required.

Finding: No significant impacts to hydrology and water quality would occur as a result of the proposed project; therefore, no mitigation measures are required.

E. Land Use and Planning

Impacts: The City of Los Angeles General Plan (General Plan) is a comprehensive, long-range declaration of purposes, policies, and programs for the development of Los Angeles. Adopted by the City Council, the General Plan consists of 12 elements including the Land Use Element, which consists of the City's 35 Community Planning Areas. The project sites are located within the Central City Community Plan Area. The General Plan Framework Element, adopted in 1996 and re-adopted in 2001, is described as "a strategy for long-term growth, which sets a citywide context to guide the update of the community plan and citywide elements. The Element responds to State and Federal mandates to plan for the future." The Framework Element addresses at a Citywide scale the types and location of development to be promoted within the City. Specific land use designations are determined by the individual community plans. The Framework Element addresses seven topical areas. Each topical area contains goals, objectives, and policies that are relevant to the proposed project. Those related to land use, and infrastructure and public services were discussed in this section of the draft EIR. Land use policies of the Framework Element are broadly described for generalized locations such as the Downtown Center, the area in which the proposed project is located. This area is defined as "an international center for finance and trade that serves the population of the five county metropolitan region. Downtown Los Angeles is the largest government center in the region and the location for major cultural and entertainment facilities, hotels, professional offices, corporate headquarters, financial institutions, high-rise residential towers, regional transportation facilities and the Convention Center. The Framework Element also recognizes the need for infrastructure and public services improvements to support the needs of the City's growth and, at the same time, to replace existing facilities that have deteriorated due to age or have become obsolete. The majority of the Old Caltrans Site is designated as public facilities, with the frontage along 1st Street designated as regional commercial, and the 2nd and Main Streets Site designated as commercial. The Community Plan contains the following objectives for government and public facilities and open space:

Objective 5-1. To provide adequate police facilities and personnel to correspond with population and service demands in order to provide adequate police protection.

The Downtown Strategic Plan for Los Angeles is a guide for development within downtown Los Angeles to the year 2020. The plan was approved in concept by the City Council on August 2, 1994, having been prepared by an Advisory Committee of over 60 representatives from local businesses, industries, residents, developers, social service providers, housing activists, and the Community Redevelopment Agency. The following objectives and recommendations specific to the Civic Center District are applicable to the proposed project.

To strengthen the Civic Center District as the regional center for Los Angeles City, County, State and Federal governmental employment and activities, encourage governmental and cultural institutions to locate in this district with a priority on the infill locations adjacent to the City Hall and on the civic mall.

The Los Angeles Civic Center Shared Facilities and Enhancement Plan was authored by the Los Angeles Civic Center Authority (LACCA), which reconvened in 1997 for that purpose. The plan was intended to serve as a guide for the future planning and development of the Los Angeles Civic Center. The plan indicates some preferred locations of government facilities and other uses such as open space. The plan recognizes that actions and policies outside the control of the City may direct the location of facilities and businesses to alternative areas not in accordance with the plan. Consequently, the plan does not limit government development to the Civic Center vicinity, nor are the locations identified for differing government functions considered definitive. The plan was approved in concept by the City Council in 1997 as the master plan for the Civic Center, however the approval did not give it legal authority as part of the General Plan or the Central City Community Plan. A Joint Powers Authority (JPA) was never established to manage and implement the plan. The plan does not affect or supersede the Central City Community Plan, which is the official document that governs land use development in the Civic Center and constitutes the Land Use element of the General Plan. Fundamental concepts of the plan include shared facilities among levels of government, a mix of uses other than just government and offices, and pedestrian-oriented enhancements. The proposed project is located within the boundaries of the plan. The plan identifies development of public facilities in the Civic Center to include future needs for "Police Administration," and "Police Operations and Support". The Old Caltrans Site is depicted as publicly owned land that the plan recommends be developed into a civic square. The plan indicates that these are suggested scenarios and acknowledges that each government will "make its own evaluation and selection of sites for its own facilities."

The Community Redevelopment Agency's Central Business District Redevelopment Plan was adopted by the Los Angeles City Council on July 18, 1975, and is anticipated to run through to 2010. The plan area encompasses 1,549 acres in downtown Los Angeles and addresses blight and deterioration in the heart of downtown Los Angeles. The Old Caltrans Site is shown in the plan as being located within the Historic Core. All project areas are designated for public use.

On July 29, 2003, the City Council adopted a motion designating Main and Spring Streets between 2nd and 9th Streets as Gallery Row (Council File 03-1571). The designation is honorary and does not mandate any land uses.

Finding: According to CEQA, a proposed project will have a significant land use impact if it would be inconsistent with the adopted land use/density designation in the Community Plan, redevelopment plan, or specific plan for the site; be inconsistent with the General Plan or adopted environmental goals or policies contained in other applicable plans; be incompatible with existing land use in the vicinity; or be disruptive or divide the physical arrangement of an established community. The proposed police headquarters conforms to the legally required plans and regulations that govern land use at the project site, including the relevant Central City Community Plan and redevelopment plan applicable to the project site. The new PHF will be consistent with the public facilities and commercial land use designation and zoning of the Old Caltrans Site. The PHF would not exceed the building height limit as specified in the Los Angeles Planning and Zoning Code and will be compatible in height with surrounding buildings. The new PHF would be consistent with the goals and policies of applicable plans, which recognize the need to upgrade and replace deficient public safety facilities to maintain police protection services. The proposed project is not consistent with one recommendation of the Los Angeles Civic Center Shared Facilities and Enhancement Plan. However, the plan does recognize that actions and policies outside the control of the City may direct the location of facilities to alternative areas not in accordance with the plan. Consequently, the plan does not limit government development to the Civic Center vicinity, nor are the locations identified for differing government functions considered definitive. The plan does not affect or supersede the Central City Community Plan which constitutes the Land Use element of the General Plan and the governs land use development in the Civic Center. As such, land use consistency impacts at the Old Caltrans Site would be less than significant. Because the project is consistent with the General Plan, Community Plan, redevelopment plans, and zoning for the site, land use impacts are less than significant.

The proposed project will not be incompatible with surrounding land uses in the vicinity. The proposed PHF includes a helipad on the roof of the building. The operation of a helipad at the new PHF would not introduce a new use to the area as other surrounding buildings also contain helipads. The helipad will be used once per day, on average, during normal daytime hours, which would not create significant land use compatibility impacts. Therefore, disruption to land use

patterns is not expected to occur and the resultant effect would be less than significant.

Impacts to land use would be less than significant; therefore, no mitigation measures are required.

F. Utilities and Service systems

Impacts: The proposed project will not require or result in the construction of new water supply systems or distribution facilities or expansion of existing facilities and new water entitlements would not be required.

During construction, minimal water consumption would be required for site grading and other construction purposes. Since the use would be temporary, the incremental amount of water consumed during construction would not have a significant effect on local water supplies. However, construction of the project components may require the relocation of water lines during construction. The relocation would result in temporary disruptions in service to consumers in the immediate vicinity. In accordance with standard construction practices, adequate notification would be provided to those consumers that would be affected. Since no long-term disruptions are anticipated, the proposed project would not result in significant impacts to water supplies and infrastructure. The proposed project includes the replacement and expansion of the police headquarters facility as well as the construction of new improvements. Given the replacement PHF building would be larger in size to accommodate increases in personnel growth, water consumption has the potential to increase beyond existing levels. Therefore, in consultation with the City's Bureau of Sanitation, Wastewater Engineering Services Division, water demand was estimated using a factor of 120 percent of anticipated wastewater generation. Estimates do not take into account beneficial impacts of compliance with water conservation measures. Barring any unforeseen emergency circumstances, sufficient water supplies would also be available to meet fire hydrant demands along all streets adjoining the project site. As the PHF would be capable of tying into existing water main lines, no alterations to the water supply infrastructure would be necessary. As the proposed project is consistent with the General Plan and its elements for upgrading and replacing obsolete and deficient public safety facilities, the incremental increase in water consumption estimated for the proposed project would be factored in to LADWP's future water demand projection, which accounts for growth and new development identified in the General Plan. Based on the above, no significant impacts to water supplies would occur as a result of the proposed project.

Implementation of the proposed project would not substantially or incrementally exceed the existing capacity of any sewer lines or the future scheduled capacity of any one treatment plant by generating flows greater than those anticipated in the Wastewater Facilities Plan or General Plan and its elements.

No wastewater to the sewer system would be generated during construction and, therefore, no impacts would occur. Construction of the project components may require the relocation of sewer lines during construction. If required, the relocation would result in temporary disruptions in service to consumers in the immediate vicinity. In accordance with standard construction practices, adequate notification would be provided to those consumers that would be affected. Since no long-term disruptions are anticipated, the proposed project would not result in significant short-term impacts to water or wastewater supplies and infrastructure. Wastewater generation has been determined for existing uses as well as new and replaced uses that would occur as a result of the proposed project. The existing sewer system in the project area has the capacity to continue to serve the existing wastewater generation as well as the projected net increase wastewater generation for the proposed project as the system is not identified as being located within a constrained area. Furthermore, the PHF and related improvements would be capable of tying into existing sewer main lines and would not require any substantial alterations to wastewater infrastructure other than establishing minor connections to the existing sewer lines. Since the proposed project is consistent with the General Plan and its elements for upgrading and replacing obsolete and deficient public safety facilities, the incremental increase in wastewater generation would be accounted for in the Wastewater Facilities Plan. Based on the above, no significant impacts to wastewater would result from the proposed project.

The proposed project would not exceed the capacity of the landfill(s) serving the project area or require new or expanded solid waste disposal facilities, the construction of which could cause significant environmental effects.

Under the proposed project, solid waste and other construction debris would be generated from the demolition of on-site buildings and other improvements. In accordance with AB 939 solid waste requirements, 50 percent of the construction debris generated would be diverted from landfill disposal through source reduction and/or recycling. As such, it is estimated approximately 54,100 feet of construction debris would be disposed of at either of the local landfills that serve the project area. This incremental amount that would be generated during construction would not exceed the existing capacity at Bradley Landfill or Sunshine Canyon County Landfill, which have remaining capacities of over 4 million and 16 million cubic yards, respectively. Therefore, no significant solid waste impacts would occur. Solid waste generation rates have been established for residential, commercial, and industrial land uses. The generation rates do not take into account recycling, composting, or other waste diversion programs. However, compliance with AB 939 is factored in to account for 50 percent waste diversion requirements. For the purposes of this analysis, the generation rate for commercial land use was used to determine existing and projected solid waste generation for the proposed project. Under existing conditions, solid waste generation is approximately 11,441 pounds per day with the 50 percent diverted as required by AB 939. The proposed project would generate approximately 13,141 pounds per day of solid waste with 50 percent diverted as required by AB 939. This would result in a net increase of 1,700 pounds per day of solid waste

generated. As stated above, the Bradley and Sunshine Canyon landfills have remaining capacities of over 4 and 16 million cubic yards and are scheduled to close in 2007 and 2008, respectively. The proposed project's incremental increase in solid waste generation would not cause capacity constraints at local landfills. Given that the proposed project is consistent with the General Plan in upgrading and replacing public safety facilities to respond to demand for emergency protection services, the proposed project would not conflict with solid waste generation requirements anticipated for new development. Consequently, the proposed project would not cause a significant solid waste impact.

The proposed project would not require or result in the need for new or expanded electricity and/or natural gas infrastructure.

During construction, minimal amounts of electricity and gas would be used for construction equipment and machinery. The incremental amount that would be used for construction purposes would be adequately supplied from existing sources and would, therefore, not result in impacts to existing electricity or natural gas infrastructure. As no long-term disruptions are anticipated, the proposed project would not result in significant short-term impacts to the electricity or natural gas systems or infrastructure. The PHF would be designed to achieve LEED "Certified" standards, which would significantly reduce existing energy that is utilized under current conditions. Without LEED standards, the proposed project would consume approximately 18,151 kW hours of electricity per day more than existing conditions, and 23,057 ft of natural gas per day more than existing conditions. However, with LEED standards, the proposed project is expected to consume less energy than existing conditions and would therefore result in a less than significant impact to energy supplies including electricity and natural gas.

Finding: The proposed project would not result in significant impacts to utilities and service systems; therefore, no mitigation measures are required.

POTENTIALLY SIGNIFICANT ENVIRONMENTAL EFFECTS DETERMINED TO BE LESS THAN SIGNIFICANT OR REDUCED TO A LEVEL OF INSIGNIFICANCE AFTER MITIGATION

A. Archaeological Resources

Impact: Construction of the proposed project has the potential to cause a substantial adverse change in the significance of a historical or archaeological resource. Excavation and grading activities at the Old Caltrans Site could uncover buried archaeological resources, however, there would not be a significant impact because mitigation to minimize the impact has been made a condition of project approval.

Finding: Changes or alterations have been required in, or incorporated into, the project that would lessen the significant environmental effect as identified in the final EIR. Adoption of the mitigation monitoring and reporting program would

ensure that the mitigation is implemented. The potentially significant effects will be reduced to a level of insignificance through implementation of the mitigation measures required by the Conditions of Approval.

B. Historic Architectural Resources

Impact: The proposed project would potentially result in a material alteration of the physical characteristics of Parker Center, a designated historical resource. Although the proposed project would not demolish any historically significant structures at the Parker Center Site, closure of the facility could potentially result in deterioration by neglect to the physical characteristics that convey Parker Center's historical significance and justify its eligibility for the California Register of Historical Resources. However, there would not be a significant impact because mitigation to minimize the impact has been made a condition of project approval.

Finding: Changes or alterations have been required in, or incorporated into, the project that would lessen the significant environmental effect as identified in the final EIR. Adoption of the mitigation monitoring and reporting program would ensure that the mitigation is implemented. The potentially significant effects will be reduced to a level of insignificance through implementation of the mitigation measures required by the Conditions of Approval.

C. Paleontological Resources

Impact: The proposed project would potentially result in the permanent loss or, loss of access to, paleontological resources of regional or statewide significance. Construction of below-grade parking will require excavation beyond the artificial fill and alluvium as well as removal of overlying sediments that have been previously disturbed. Since the Fernando Formation and Puente Formation are noted as having a high potential for paleontological resources, construction activities could encounter and adversely affect fossil remains. However, there would not be a significant impact because mitigation to minimize the impact has been made a condition of project approval.

Finding: Changes or alterations have been required in, or incorporated into, the project that would lessen the significant environmental effect as identified in the final EIR. Adoption of the mitigation monitoring and reporting program would ensure that the mitigation is implemented. The potentially significant effects will be required to a level of insignificance through implementation of the mitigation measures required by the Conditions of Approval.

SIGNIFICANT ENVIRONMENTAL EFFECTS THAT CANNOT BE REDUCED TO A LEVEL OF INSIGNIFICANCE

A. Air Quality

Impact: The Project was analyzed for potential impacts on the type and quality of emissions generated by construction and operation of the proposed project. During construction, the project would violate the South Coast Air Quality Management District's (SCAQMD) air quality standards for volatile organic compounds (VOC) and nitrogen levels (NOx) and would contribute substantially to an existing or projected air quality violation. NOx emissions would exceed SCAQMD thresholds of significance during each year of construction. Construction activities would exceed VOC thresholds during the last two years of construction.

During construction, the proposed project would expose sensitive receptors to substantial pollutant concentrations. The sensitive receptors, including nearby residents and pedestrians, would be exposed to short-term impacts from VOC and NOx emissions.

Finding: Changes or alterations have been required in, or incorporated into, the project that would lessen the significant environmental effect as identified in the final EIR. Adoption of the mitigation monitoring and reporting program would ensure that the mitigation is implemented; however, the impacts, though short-term in nature, would remain significant and unavoidable.

B. Noise and Vibration

Impact: Noise monitoring and computer modeling were performed to assess the existing noise environment and estimate the future noise levels with and without the proposed project. The noise monitoring program was initiated to identify noise-sensitive land uses in proximity to the project and to assess the existing ambient noise levels at these locations. In addition, monitoring locations were selected for those areas with the highest potential for changes in noise levels above existing conditions. Five locations were assessed for morning, noon, and evening peak hour noise. A worst-case analysis approach was undertaken during the traffic noise modeling in which peak hour traffic volumes were used with free flow conditions. This combination of high traffic volumes and free flow traffic speeds produce worst-case noise levels at the study intersections. Traffic data used in the noise analysis included the modeling years of 2005 and 2009.

Construction noise would result in a less than significant noise impact to proximate sensitive receptors. Noise impacts from construction are a function of the noise generated by the construction equipment, the location and sensitivity of nearby land uses, and the timing and duration of the noise-generating activities. Noise levels within and adjacent to the specific construction sites would increase during the construction period. No construction would take place on Sundays or national holidays. Construction activities would not occur before 7:00 a.m. or

after 9:00 p.m. on weekdays or before 8:00 a.m. or after 6:00 p.m. on Saturdays. Construction-related truck-trips would be restricted to off-peak hours (9:00 a.m. to 4:00 p.m.) when possible. Construction would not cause long-term impacts since it would be temporary and daily construction activities would be limited by the City's Noise Ordinance to hours of less noise sensitivity. In general, construction activities are carried out in phases and each phase has its own noise characteristics based on the mix of construction equipment in use. For purposes of this noise assessment, a conservative noise level of 89 dBA Leq was used to quantify impacts. The project site is considered a hard site as there is limited vegetation in the downtown Los Angeles area and what little there is would have little effect on sound propagation. For purposes of this noise assessment, a conservative ambient noise level was used. Based on this ambient noise level, the proposed project would exceed the ambient noise level within 500 feet of a construction site. With the implementation of mitigation measures temporary noise increases during construction would be reduced. Thus, construction of the proposed project would not result in a significant noise impact.

Operational noise would result in a less than significant noise impact to nearby sensitive receptors. Potential noise related to the operations phase of the project would include noise generated from project related traffic on area roadways, loading docks and service areas, use of a helipad, and stationary sources, which include public address systems, building machinery and equipment (i.e. heating, ventilation, air conditioning). The EIR considered the functions that would be present during operation of the proposed project, including traffic, parking, helipad operations, stationary sources, and loading docks and service areas.

Operational Traffic; Potential traffic noise impacts were evaluated based on changes in the noise environment as a result of additional project-related traffic traveling on local roadways. To estimate the incremental traffic noise level increases along affected roadways, future estimated traffic volumes without the proposed project and future estimated traffic volumes with the proposed project were compared to determine the increase in traffic volumes. It was assumed that the average traffic speed and auto/truck mix would be the same, and that the peak hour volumes are representative of average daily volumes. The volume increase was then used to compute the increase in noise levels. The proposed project would primarily cause a redistribution of vehicle trips as a result of relocating and constructing the proposed new facilities. This redistribution of vehicle traffic would result in small increases and decreases in project-related traffic noise related to minor shifts and decreases and increases in traffic volumes on area roads. The proposed project would result in a less than significant impact from operational traffic related noise.

Helipad Operation Noise; The proposed project would include a helipad on the roof of the PHF. The helipad is anticipated to be used once per day for transporting police personnel and/or materials. The flights would primarily occur during normal daytime business hours. As the helipad would typically be used for one takeoff and one landing per day, it is unlikely that noise generated from

landings and takeoffs would affect the existing CNEL. Noise from the one flight per day at the helipad would be less than significant.

Stationary Noise Sources; Operation of the proposed project would involve the use of HVAC systems at the MTD facility and PHF as well as compressors and power tools at the proposed MTD facility. Noise regulations of the LAMC prohibit the operation of any HVAC systems that would cause the noise level on the premises of any other occupied property to exceed the ambient noise level by more than 5 dBA. Through enforcement of the LAMC, noise from the HVAC systems of the proposed project would not result in a significant adverse noise impact.

Loading Docks and Service Areas; The proposed project includes loading docks for the PHF. These service areas would be located below grade. The loading docks would not be used continuously (as occurs at retail uses) but rather, would be used intermittently for short durations. Based on the location of the loading docks and absence of nearby sensitive receivers, a less than significant impact would occur.

The proposed project would exceed the vibration thresholds of annoyance established during construction. The effect of construction-related vibrations would depend upon the amount and type of construction planned under each phase, the intervening soil structure, and the distance between construction activities and the nearest vibration-sensitive receptor. The proposed project would not contain any operational components or processes that would generate substantial magnitudes of vibration. As a result, there would be no operational vibration impacts associated with the proposed project.

Finding. Construction of the proposed project will result in significant, unavoidable, short-term vibration impacts. Imposed mitigation measures would reduce project-related construction noise levels that can contribute to ground-borne vibration. However, even with implementation of the mitigation measures and compliance with existing City noise requirements, vibration from construction activities would continue to exceed the threshold criteria. No other significant unavoidable adverse noise or vibration impacts were identified for the proposed project.

C. Traffic and Parking

Impact: Using the City's significance criteria for determination of significant intersection-related impacts, the proposed project would significantly impact two of the studied intersections during the evening peak hour as shown in Table 3.11-7 of the EIR. These intersections are:

- Main Street & 1st Street
- Main Street & 2nd Street

No feasible mitigation measures have been identified to reduce traffic impacts to a less than significant level at these intersections; therefore, impacts at Main Street & 1st Street and Main Street & 2nd Street would remain significant and unavoidable.

The proposed project would not significantly impact any Congestion Management Program (CMP) freeway segments or arterial intersections. The Metropolitan Transit Authority (MTA) CMP program states that a CMP freeway analysis must be conducted if 150 or more trips attributable to the proposed development are added to a mainline freeway monitoring location in either direction during the morning or afternoon peak hour. Similarly, a CMP arterial intersection analysis must be conducted if 50 or more peak hour project trips are added to a CMP arterial intersection. Existing traffic volumes at each of the listed freeway segments were based on 2003 data from the CMP and a 1 percent per year factor (2 percent total) was applied to get the year 2005 volumes to represent the existing volumes for the purpose of this analysis. To estimate the future growth to year 2009, another 4 percent (1 percent per year) factor was applied to represent the cumulative base conditions. The magnitude of the incremental increase in traffic by the proposed traffic does not exceed 2 percent of the ratio at any of the analyzed freeway monitoring stations. No further traffic analysis on CMP mainline freeway monitoring location is therefore required and CMP freeway impacts are considered to be insignificant.

The proposed project will not create any incompatible land uses or design features that would present a safety hazard to pedestrians, bicyclists, or motorists. Access to the police headquarters facilities of the proposed project was determined in consultation with LADOT and LAFD. In general, the proposed project does not contain any incompatible land uses or design features that would present a safety hazard to pedestrians, bicyclists, or motorists. Since the project is related to emergency response services, the facilities would be designed in accordance with applicable building and fire code requirements to provide adequate emergency access.

The project Site includes the PHF with subterranean parking. All ingress/egress would occur along Spring Street and Main Street. The levels of service at the closest intersections to the assumed driveway locations are not anticipated to worsen under cumulative plus project conditions to LOS E or F, therefore, neither significant impacts to vehicles entering/exiting the facility nor operational delays caused by slowing and/or queuing to access the project site would occur. With implementation of street dedication and widening requirements as well as incorporation of circulation recommendations by LADOT, adequate access to the project site would be maintained. Specific measures would be incorporated into the design of the facilities or would be implemented as part of the proposed project, including design of the PHF to accommodate future widening along 2nd Street. In addition, a 12-foot dedication on Spring Street, a 5-foot dedication on Main Street, and possibly a 2-foot dedication on 1st Street would be required and implemented as part of the project.

The proposed project would not result in significant short-term traffic impacts during construction. Construction of the proposed project would require demolition, grading, excavation, and other construction activities that would generate travel by construction workers to and from the construction sites and the delivery and hauling of construction materials and supplies to and from the construction sites and staging areas. The number of construction workers and construction equipment would vary throughout the construction process. In general, the construction phase would occur over a 30-month period. It is anticipated that construction hours and days would occur from 7:00 a.m. to 4:00 p.m., Monday through Friday. As construction workers' trips would occur outside of the morning and afternoon peak hour periods, traffic generated during construction would be temporary and less than significant.

Finding: Due to physical constraints, no feasible mitigation measures have been identified for the Main Street & 1st Street and Main Street & 2nd Street intersections. No other significant traffic and parking impacts would occur as a result of the project; therefore no mitigation measures are required.

ALTERNATIVES TO THE PROPOSED PROJECT

The Final EIR analyzed three alternatives to the project:

Alternative 1 - No Project. Under the No Project Alternative, Parker Center would continue to be used as the headquarters for the LAPD administrative functions. Potential impacts associated with the project would be avoided because no major development would occur on the Old Caltrans Site under this alternative. Because no impacts would occur on-site, no impacts related to Air Quality, Archaeological Resources, Historic Architecture, Paleontological Resources, Noise, and Traffic would occur. However, potential benefits associated with reuse of the Parker Center site, including possible hazards remediation as outlined in the Section 3.7 of the Draft EIR would not occur, and this alternative would not fulfill the objectives of the project and would further impair the ability of the LAPD to function efficiently and provide protection in a modern facility.

Alternative 2 - New Police Headquarters Facility at 1st and Alameda Streets. This alternative would relocate the PHF, parking structure, and Motor Transport Division to areas east of Alameda Street between Temple Street and 1st Street, however public parking would still be located at 1st and Judge John Aiso Streets. This alternative would essentially cost the same and would be completed within the same time frame as the proposed project. This alternative would also meet the basic objectives of the proposed project and operational needs of the City's public safety infrastructure. Impacts associated with this alternative would be similar to the proposed project; however, operational impacts to air quality and construction impacts and vibration would be less than with the proposed project.

Alternative 3 -New Police Headquarters Facility at Parker Center. This alternative would place the PHF, parking structure, and Motor Transport Division on the existing Parker Center site, however no public parking would be provided.

This alternative would require a longer construction schedule and would be delayed by approximately two years in comparison with the proposed project. The cost associated with this alternative would be significantly higher and it would not meet the objective of providing public parking for the Civic Center. Archaeological, operational air quality, and construction noise and vibration impacts would be less under this alternative, however impacts associated with aesthetics and historic architecture would be greater than with the proposed project.

Environmentally Superior Alternative. The “No Project” alternative would be the environmentally superior alternative. However, in accordance with Section 15126.6(e)(2) of the CEQA Guidelines, if the environmentally superior alternative is the No Project Alternative, then the EIR shall also identify an environmentally superior alternative among the other alternatives. In this case Alternatives 2 and 3 would both avoid significant unavoidable impacts associated with construction related noise and vibration. Although Alternative 2 would have a significant and unavoidable traffic impacts similar to those identified for the proposed project, the impacts could be slightly greater for Alternative 3 because of the concentration of the PHF and other buildings in a more constrained area. Furthermore, Alternative 3 would require the closure of Judge John Aiso Street (Class II Major Highway), which would further worsen traffic impacts in the area and would require a land use change. Alternative 3 would also result in significant unavoidable impacts related to aesthetics and historic resources due to the demolition of Parker Center, which would not occur under Alternative 2. However, Alternative 2 would result in greater impacts related to hazards and hazardous materials since known groundwater and soil contamination occurs on-site and a portion of the site is located in a City designated methane zone. However, other impacts such as utility consumption, construction air quality emissions, noise impacts, and hydrology would be the same for both alternatives. Therefore Alternative 2 would be the environmentally superior alternative.

Required Finding

In order to approve the proposed project, the City Planning Commission must find that specific economic, legal, social, technological or other considerations make infeasible the project alternatives identified in the Final EIR.

STATEMENT OF OVERRIDING CONSIDERATIONS

The implementation of the proposed project may have significant and adverse effects on the environment as described above, specifically impacts related to Air Quality, Noise (Vibration), and Traffic. No further changes or alterations in the project to avoid or substantially lessen these significant environmental effects are feasible (i.e., no feasible mitigation measures or alternatives to the proposed project have been identified which would reduce the impacts listed above to less than significant levels). In accordance with State CEQA Guidelines Section 15093(a), CEQA requires the decision-making agency to balance, as applicable, the economic, legal, social, technological or other benefits of a proposed project against its unavoidable environmental risks. If the specific economic,

legal, social, technological or other benefits of a proposal outweigh the unavoidable adverse environmental effects, the adverse environmental effects may be considered “acceptable”. Project benefits are defined as those improvements or gains to the community that would not occur in the absence of the proposed project. The Guidelines require the lead agency to state in writing the specific reasons to support its action based on the Final EIR and/or other information in the record.

Project Benefits. The following substantial benefits will occur as a result of approval of the proposed project:

1. The new police headquarters will replace an obsolete and deficient in capacity police headquarters with a new state of the art facility to accommodate the existing demand and projected needs of the Los Angeles Police Department.
2. The new police headquarters will improve the health and workplace safety of the employees and occupants of the police department in a facility designed with current security and functional needs.
3. The new police headquarters will improve the health and workplace safety of the employees and occupants of the police department in a facility designed with current security and functional needs.
4. The new police headquarters will be centrally located within close proximity to City Hall and the Civic Center with accessibility to the public, including a landscaped open space plaza, lawn area, retail space, and auditorium.
5. The new police headquarters will create a notable new public building in the Civic Center area designed to attain Leadership in Energy and Environmental Design (LEED) certification through sustainable building measures and energy efficient technologies.

Statement of Overriding Considerations

In order to adopt the EIR and approve the project, the City Planning Commission must make a Statement of Overriding Considerations and find that approval of the proposed project could result in significant unavoidable impacts related to Air Quality, Noise (vibration only), and Traffic, but that these effects are outweighed by each of the benefits of the proposed project as listed in the preceding section (Project Benefits), independent of each other.

MITIGATION MONITORING PROGRAM

In accordance with Section 21081.6 of the Public Resources Code, the Lead Agency is required to adopt a reporting or monitoring program for a project's conditions of approval. The proposed Mitigation Monitoring Program (MMP) is described in full in

Section 4 of the Final EIR for the proposed project and is incorporated herein by reference.