

**Initial Study
and
Mitigated Negative Declaration**

**Hollywood-La Kretz
Customer Service and
Community Center Project**



**Los Angeles Department of Water and Power
Environmental Services
111 North Hope Street, Room 1044
Los Angeles, CA 90012**

January 2011

COUNTY CLERK'S USE

CITY CLERK'S USE

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

LEAD CITY AGENCY: Los Angeles Department of Water and Power (LADWP) 111 North Hope Street, Room 1044 Los Angeles, CA 90012	COUNCIL DISTRICT 4
PROJECT TITLE: Hollywood-La Kretz Customer Service and Community Center Project	CASE NO.
PROJECT LOCATION: 1033 Cole Avenue, Los Angeles, CA 90038	
DESCRIPTION: LADWP proposes to demolish the three existing, unoccupied structures on the Project site and construct and operate the Hollywood-La Kretz Customer Service and Community Center. The new facility would replace LADWP's currently functioning bill payment center located at 6547 Sunset Boulevard in Los Angeles. The Project would provide a more convenient and easily accessible customer service center location for Hollywood area residents, as well as a large gathering space for the community to use for events and meetings. The new facility would be designed to obtain the U.S. Green Building Council's Leadership in Energy and Environmental Design (LEED) Gold certification for New Construction. The Project would include sustainable landscaping, a courtyard with a water feature, and surface parking. A zoning variance or a zoning change from MR-1-SN to M1-1-SN is also proposed under the Project.	
NAME AND ADDRESS OF APPLICANT IF OTHER THAN CITY AGENCY: n/a	
FINDING: See attached Initial Study.	
SEE INITIAL STUDY FOR MITIGATION MEASURES IMPOSED	
THE INITIAL STUDY PREPARED FOR THIS DOCUMENT IS ATTACHED	
NAME OF PERSON PREPARING THIS FORM: Julie Van Wagner	TITLE: Project Manager
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SIGNATURE (Official) <i>Charles C. Holloway</i> Charles C. Holloway, Manager of Environmental Planning and Assessment	DATE 1/5/2011

CEQA Initial Study and Mitigated Negative Declaration

Hollywood-La Kretz Customer Service and Community Center Project

January 2011

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Section 1

Project and Agency Information

1.1 PROJECT TITLE AND LEAD AGENCY

Project Title:	Hollywood-La Kretz Customer Service and Community Center Project
Lead Agency Name:	Los Angeles Department of Water and Power
Lead Agency Address:	111 North Hope Street, Room 1044 Los Angeles, California 90012
Contact Person:	Julie Van Wagner
Contact Phone Number:	(213) 367-5295
Project Sponsor:	Los Angeles Department of Water and Power

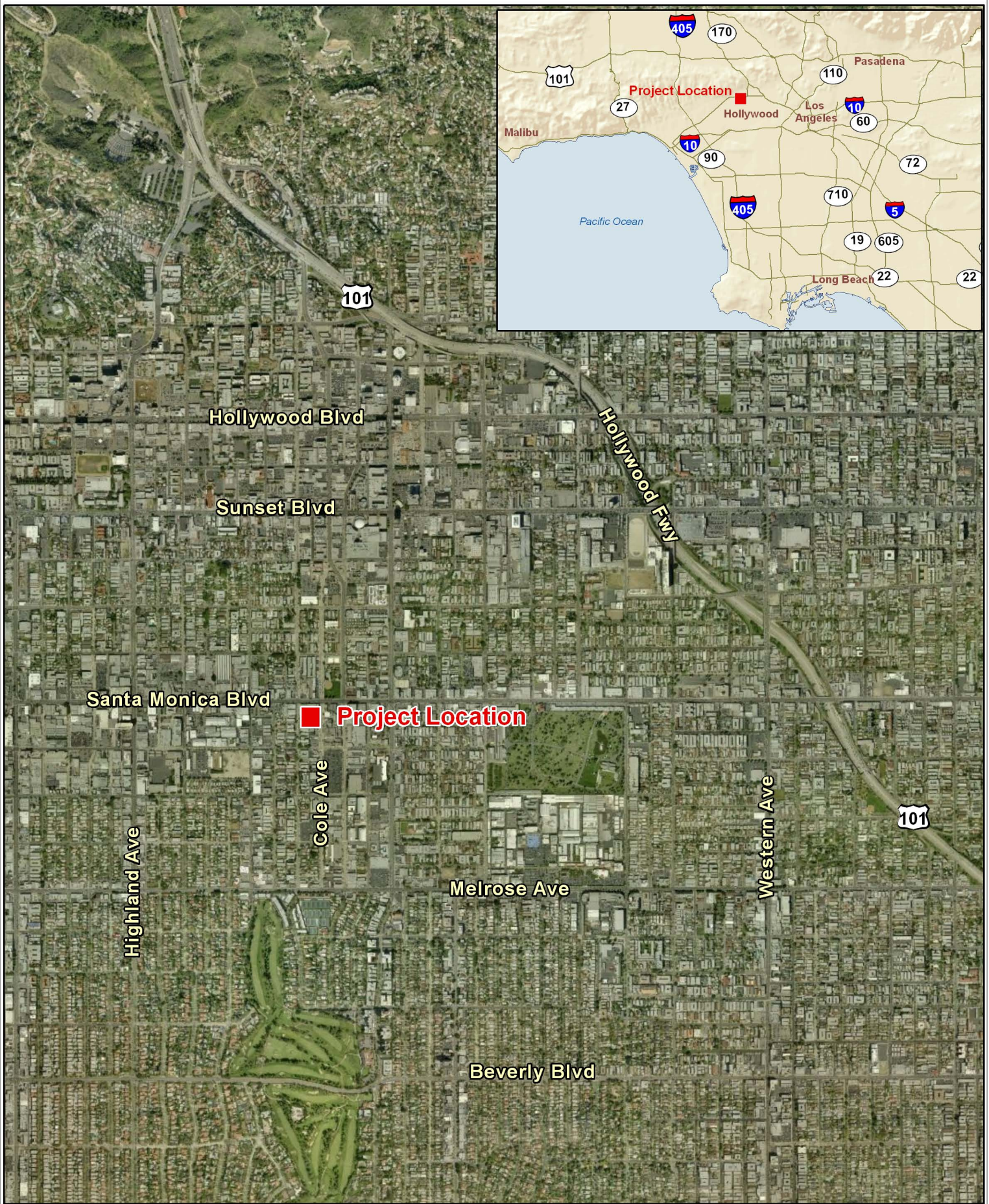
1.2 PROJECT BACKGROUND

The City of Los Angeles Department of Water and Power (LADWP) has prepared this Initial Study (IS) to identify site-specific impacts associated with the construction and operation of a new facility, the Hollywood-La Kretz Customer Service and Community Center (proposed Project). The new facility would be owned and operated by LADWP. The proposed customer service center would replace LADWP's currently functioning facility located at 6547 Sunset Boulevard in Los Angeles, which is used as a utility bill payment center. The existing center processes more than 600 transactions per day. It has limited parking for employees and only street parking for customers, and is not easily accessible by transit.

The IS has been prepared in accordance with the California Environmental Quality Act (CEQA), Public Resources Code Section 21000 et seq., and the State CEQA Guidelines, Title 14 California Code of Regulations (CCR) Section 15000 et seq. The IS serves to identify the site-specific impacts, evaluate their potential significance, and determine the appropriate document needed to comply with CEQA. For this project, LADWP has determined, based upon the analysis contained in this IS, a Mitigated Negative Declaration (MND) is the appropriate CEQA document.

1.3 PROJECT LOCATION AND ENVIRONMENTAL SETTING

The proposed Project site is located at 1033 Cole Avenue, Los Angeles, California, 90038 (see **Figure 1-1**). The site is located on the U.S. Geological Survey (USGS) Hollywood 7.5 minute quadrangle. The site is located in a completely urbanized area. Surrounding land uses include a day care center immediately to the south; residential uses further to the south and west; and commercial uses to the north and east. A park operated by the City of Los Angeles Department of Recreation and Parks, Hollywood Recreation Center, is located northeast of the site.



 Project Location
(1033 Cole Avenue)



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Los Angeles Water&Power LADWP\47799 - Environmental
On-Call\YO 018 Cole Avenue Building\14 Electronic
Files Modeling\GIS_MXDs\ProjectLocation.mxd

Date: September 13, 2010
Imagery Source: Bing Maps, ESRI

Project Location

Figure 1-1



Section 1 – Project and Agency Information

The Project site is approximately 17,580 square feet in area and consists of three parcels. The site currently has three unoccupied structures and paved surface parking. All three structures are single story and were previously used for office and residential space. Two of the structures abut one another and are located along the western edge of the site; the third structure is located on the eastern portion of the property.

The site is located within a designated Enterprise Zone, one of several economically distressed areas throughout the state targeted by the Governor to promote business investment and job creation to foster economic growth. The Project site is also located within the Hollywood Media District Business Improvement District, in which commercial property owners finance (over and above basic services provided by the local government) community improvements within the district's boundaries to improve the business climate of the area. The site is also located within a Los Angeles Revitalization Zone – an area that offers approved businesses special tax credits and deductions to stimulate business development – and within the Hollywood Community Plan Area.

1.4 PROJECT OBJECTIVES

The following are the objectives of the proposed Project:

- Provide a more convenient and easily accessible customer service center location for Hollywood area residents
- Provide a large gathering space for the community to use for events and meetings

The Project would be designed to be a compatible and beneficial addition to the local neighborhood, serving to infuse vitality, sense of place, sustainable design, and urban public spaces into the neighborhood. The new facility would be constructed to meet Leadership in Energy and Environmental Design (LEED) Gold standards.

1.5 PROJECT DESCRIPTION

Under the proposed Project, the existing structures on site would be demolished and the new Hollywood-La Kretz Customer Service and Community Center would be constructed and operated by LADWP. **Figure 1-2** shows existing conditions on the Project site. **Figure 1-3** shows the existing northeasterly view into the Project site from Cole Avenue, while **Figure 1-4** depicts an architectural rendering of this same view under the proposed Project. **Figure 1-5** also depicts a rendering of the proposed Project.

1.5.1 Building Characteristics

Under the proposed Project, the new facility would be one story, 28 feet maximum in height, with a total of approximately 7,512 square feet of floor area, divided as follows:

- Customer payment center and waiting area – 1,269 square feet
- Office area – 3,588 square feet
- Community center – 2,655 square feet

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Figure 1-2
Project Site – Existing Conditions



a) View from the northeast



b) View from the south



c) View from the southwest



d) View from the southeast

Source: MWH, 2010.

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Figure 1-3
View Along Cole Avenue of Existing Project Site from the Northeast



Source: MWH, 2010.

Figure 1-4
Architectural Rendering of New Facility



Approximation of view along Cole Avenue from the Northeast
Source: LADWP, 2010.

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Figure 1-5
Aerial View of the New Facility from the Northeast



Section 1 – Project and Agency Information

The building would be constructed in a U shape and would include a customer payment center located in the east wing of the building. The east wing would be located adjacent to Cole Avenue (see **Figures 1-4** and **1-5**). Offices for staff and public restrooms would be located in the south portion of the building. A community center would be located in the west wing of the facility. A small courtyard with a water feature would be constructed immediately outside the front entrance of the building. Exterior lighting would be installed on the building and would be shielded and directed onto the site and away from adjacent properties. Security lighting with cut-off luminaires to avoid spill light into adjacent properties would be installed in parking areas.

1.5.2 Landscaping

All existing palms and other ornamental trees and shrubs would be removed during Project construction, and new trees and landscaping would be planted throughout the Project site, including in the facility's courtyard and parking areas. The proposed landscaping would be drought-resistant, consisting of California native or low maintenance plant species. This sustainable landscaping would eliminate the need for permanent irrigation. Drip irrigation would be used where applicable, with hose bibs for temporary irrigation during periods of drought.

1.5.3 Sustainable Design

The facility would be designed to qualify for the U.S. Green Building Council's (USGBC) LEED Gold certification for New Construction. LEED is an internationally recognized, voluntary certification system under which environmentally sustainable buildings are recognized. Certification is based on the successful incorporation of sustainable solutions into project construction and operation. Projects are certified based on a credit system, and USGBC evaluates projects based on major categories that include energy conservation, water conservation, use of recycled materials, and indoor environmental quality (USGBC, 2009).

The four levels of certification under LEED for which a project may qualify include Platinum (the highest level), Gold, Silver, and Certified. The new LADWP facility would be the agency's first facility that is designed to meet LEED Gold Standards. Among the sustainable aspects of the Project is the photovoltaic rooftop that would hold 143 solar panels, each measuring 58 inches long by 39 inches wide by 2 inches deep. The panels would generate up to 30 kilowatts (kW) of renewable energy that would be used to supply the facility's demand. When consumption at the facility is low, this solar energy would be redirected to the regional electric grid. The new facility would utilize natural lighting and efficient lighting that would increase energy performance by at least 42 percent, as well as water-conserving equipment that would reduce water usage by 30 percent. Additionally, the site would contain a combination of flow-through planters, bio-swales, and permeable pavers to infiltrate and filter stormwater runoff. These sustainable design elements of the Project would be implemented during construction and would be maintained throughout the life of the facility.

1.5.4 Parking and Transit Access

Surface parking would be located immediately adjacent to and north of the facility. All parking would be located on the subject property. Per City of Los Angeles Municipal Code Section 12.21A4d, the parking ratio is 1 space per 500 square feet of floor space, such that 15 parking

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spaces would be required for the new facility. LADWP has opted, however, to provide six additional spaces to accommodate facility users. As such, under the proposed Project, 21 parking spaces would be installed (13 standard spaces, six compact spaces, and two handicap spaces). The parking area would not be used for events other than those supported by on-site activities.

The site is located approximately 1 mile from the Metro Red Line Hollywood/Vine subway station. The facility is also located in the immediate vicinity of multiple bus routes, including a Metro Rapid bus line that runs east-west along Santa Monica Boulevard, located approximately 200 feet north of the proposed facility (see **Figure 1-1**).

1.5.5 Zoning and Land Use Designation

Current zoning for the Project site is for light industrial and industrial engineering uses and offices that support these industries (City of Los Angeles/ZIMAS, 2010c). However, due to the proposed new land uses associated with the proposed Project, LADWP is requesting either a zoning variance or a zoning change from MR-1-SN to M1-1-SN (Restricted Industrial in a Sign District to Limited Industrial in a Sign District). While the existing zoning limits commercial and community uses, a variance or zoning change would permit the development of the new payment center and the community center. The Project would therefore serve as a transitional use between light industrial areas to the north, commercial office uses to the immediate east, south and west, and residential uses further south and west of the site. The General Plan Land Use Designation for the Project site is Limited Manufacturing (City of Los Angeles/ZIMAS, 2010).

With regard to the zoning designations of surrounding land uses, the daycare center, as well as all other parcels along the Cole Avenue corridor between Santa Monica Boulevard and Romaine Street on both the west and east side of the street, are zoned MR-1-SN. Parcels immediately west of the Project site are zoned R3-1 (Residential Multiple Dwelling). Parcels south and southwest of the site are zoned MR-1-SN and R3-1, respectively. Immediately north of the site, parcels are zoned MR-1-SN; however, continuing directly north across Santa Monica Boulevard, parcels are zoned C2-1D-SN (Commercial). Northeast of the Project site is Hollywood Recreation Center, which is zoned OS-1XL (Open Space) (City of Los Angeles/ZIMAS, 2010).

Public improvements would be implemented to encourage and promote the safety of pedestrian traffic and transit-users who are visiting the facility and surrounding businesses. Street widening to conform to the City's Secondary Highway standards would be waived, pursuant to section 12.37A3. A waiver would preserve the curb alignment and public improvements that already exist along the entirety of Cole Avenue. The proposed Hollywood Community Plan designates this street segment as a Modified Street. As part of the Project, the sidewalk would be widened to 15 feet, including parkways, to conform to the Hollywood Community Plan's Modified Street dimensions. Parkway within the dedicated portion of the sidewalks would be landscaped to complement the development.

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1.5.6 Construction

Under the proposed Project, the three existing structures would be demolished and the existing asphalt parking surface would be scraped and removed. All construction activity would occur in areas that were previously disturbed or paved. The proposed Project would be constructed, operated, and utilized in accordance with all applicable laws and regulations of the City of Los Angeles. All construction would be subject to and would be in full compliance with the City of Los Angeles Department of Building and Safety code requirements and City of Los Angeles ordinances.

Table 1-1 summarizes the activities and equipment anticipated to be used during construction of the proposed Project. These construction-related assumptions are based on similarly sized projects. Equipment and personnel are assumed to be the maximum for each activity associated with the Project, and not all equipment and personnel assigned to each activity would be located on the Project site at once. The duration stated for each activity is considered approximate.

**Table 1-1
Summary of Anticipated Construction Activity and Equipment**

Activity	Duration	Vehicles and Equipment	Personnel
Demolition and site preparation	14 days	Backhoe (1) Front end loader (1) Water truck (1) Roller (1) Excavator (1) Haul truck (2) Delivery truck (2) Fuel truck (1)	7 to 12
Floor slab construction	14 days	Concrete truck (7) Water truck (1) Haul truck (1) Delivery truck (3) Fuel truck (1)	7 to 12
Building shell construction	6 months	Crane (2) Forklift (1) Scissor lift (2) Delivery truck (3) Light duty truck (1) Fuel truck (1)	15 to 20
Interior construction	6 months	Forklift (1) Delivery truck (3) Light duty truck (3)	15 to 20
Exterior improvements	3 months	Paver (1) Compactor (1) Water truck (1) Excavator (1) Haul truck (2) Delivery truck (2) Light duty truck (2)	5 to 10

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1.5.6.1 Site Excavation

It is anticipated that the top 2 feet of soil down (24 inches) on the entire site would be excavated with a backhoe and self-propelled rollers. Spoils would be disposed of offsite. Crushed aggregate base material would be imported and compacted in lifts of 6- to 8-inches to grade at 95 percent relative compaction.

1.5.6.2 Staging/Laydown Area

Staging and laydown areas would be located onsite for the entire duration of Project construction. A construction trailer, once in place, would not be moved until improvements are scheduled for the parking lot areas. At that time, the staging area would be relocated but would stay within the confines of the Project site.

1.5.6.3 Construction Personnel and Hours

As shown in Table 1-1, during the early stages of construction (e.g., site preparation, foundation work, slab pouring), there could be approximately 7 to 12 construction personnel onsite. In the latter stages, after the building shell has been completed, there could be approximately 15 to 20 construction personnel on the site. The number of workers onsite may decrease to approximately 5 to 10 in the final weeks of Project construction.

All work would take place during daytime hours. No work would be performed on Sundays or holidays.

1.5.6.4 Deliveries

Delivery of materials is anticipated to occur sporadically throughout the construction period; on some days there may be up to four deliveries of materials in a single day, while on other days there may be no deliveries of materials to the site.

1.5.6.5 Traffic Disturbance

A contract hauler would be used to haul away excavated soil, demolition debris, and construction waste to a nearby approved building waste recycling center or disposal site, as appropriate. A truck haul route would be established to minimize traffic disruptions and to avoid residential areas. It is anticipated that during the course of construction, disruption to normal street traffic flows would be minor; temporary disruptions may occur upon delivery or offloading of larger pieces of equipment and materials. Depending upon the locations of underground utility connection points, and improvements to existing street, sidewalk, and gutter work, a partial closure of the southbound lane of two-lane Cole Avenue in the vicinity of the Project site could occur. Such disruptions would be short term.

1.5.6.6 Schedule

Construction of the Project is expected to begin in August 2011 (approximate). Duration of construction would be approximately 16 months.

1.5.7 Facility Operation

The new customer service center would be open Monday through Friday, from 9 a.m. to 5 p.m., with staff arriving as early as 8 a.m. and leaving as late as 6 p.m. The maximum capacity of the office area is 14 occupants. The seven employees currently stationed in the Sunset facility would be permanently relocated to the new facility, and the excess space would allow for other existing LADWP employees to work from the new facility should the need arise. Maximum capacity for the payment center would be 24 occupants (customers).

The community center would be available for community groups, non-profit organizations and governmental agencies to reserve for meetings and events. Community center hours would be weekday evenings from 5 p.m. to 8 p.m., and weekends from 9 a.m. to 5 p.m. Some meetings may also be allowed to take place on weekdays, from 9 a.m. to 5 p.m. Maximum capacity for the community center is planned to be 318 occupants.

1.6 PROJECT REVIEWS AND APPROVALS

Construction and operation of the Project may require permits and/or approvals from the following agencies:

- City of Los Angeles, Department of Planning – Zoning variance or zoning change from MR-1-SN to M1-1-SN
- City of Los Angeles, Department of Public Works, Building and Safety – Building permit
- City of Los Angeles, Department of Public Works, Bureau of Sanitation – Private Solid Waste Hauler Permit
- State Water Resources Control Board – General Construction Storm Water Permit (Order 2009-0009-DWQ)
- California Department of Transportation (Caltrans) – Transportation permit for vehicles with heavy/oversized loads
- City of Los Angeles, Department of Public Works, Bureau of Sanitation (Stormwater Program) – SUSMP requirements for Parking Lots

Section 2

Environmental Analysis

2.1 ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

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

2.2 AGENCY DETERMINATION

On the basis of this initial evaluation:

- I find that the project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the applicant. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find that the project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that the project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- I find that although the project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the project; nothing further is required.

Signature: Charles C. Holloway

Title: Manager of Environmental Planning and Assessment

Printed Name: Charles C. Holloway

Date: 1/5/2011

Section 2 – Environmental Analysis

2.3 ENVIRONMENTAL CHECKLIST

2.3.1 Aesthetics

Issues and Supporting Information Sources	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion:

a) No Impact. Scenic vistas are those that offer high-quality – and often panoramic – views of the natural environment. The Project site is located in a highly urbanized setting comprising predominantly commercial uses; there are no scenic vistas within or in the immediate vicinity of the site. Therefore, no Project-related impacts to scenic vistas would occur.

b) No Impact. The Project site is not located in the vicinity of any officially designated state scenic highway or highway that is eligible for designation (Caltrans, 2008 and 2010). Therefore, the proposed Project would have no impact on scenic resources within a state scenic highway. While street trees are present along Cole Avenue in the vicinity of the Project site, no street trees would be removed or otherwise damaged during Project construction. Similarly, the Project would not have any effect on rock outcroppings since these features are not present on or adjacent to the proposed site. While the existing structures on the Project site are more than 50 years of age, they have been determined not to be historic (see **Section 2.3.5, Cultural Resources**). As such, no impact to scenic resources would occur.

c) No Impact. Currently, the site consists of three unoccupied structures and surface, asphalt-paved parking. The new facility would be designed to complement and blend in with the architectural style of surrounding structures, including the Art Deco-style buildings to the northeast and east of the Project site. The Project's design would include a water feature, courtyard area, and new building that could be considered a beneficial aesthetic change from current conditions. Therefore, since the Project would not degrade the existing visual character or quality of the site and its surroundings – but rather incorporate design features that would have a beneficial effect – no adverse aesthetic impact would occur.

d) Less Than Significant Impact. Project-related construction activities would not require lighting because activities would be scheduled to take place during daytime hours. Exterior lighting affixed to the new structures would be directed onto the site. Security lighting with cut-

Section 2 – Environmental Analysis

off luminaries would be installed in parking areas to avoid spill light into adjacent properties. Therefore, Project-related construction and operation impacts relative to light and glare would be less than significant.

2.3.2 Agriculture and Forest Resources

Issues and Supporting Information Sources	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion:

Under the Farmland Mapping and Monitoring Program, the California Department of Conservation Division of Land Resources Protection maintains maps of Prime Farmland, Unique Farmland, and Farmland of Statewide Importance to determine impacts to agricultural resources. Agricultural lands are rated and mapped by soil quality and irrigation status (California Department of Conservation, 2009).

a) and e) No Impact. The Project site is located in a highly urbanized area; the site is not mapped as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency. Therefore, since construction and operation of the proposed Project would not convert Farmland to non-agricultural use, no impact would occur.

b) No Impact. No portion of the Project site is subject to a Williamson Act contract (California Department of Conservation, 2006). The Project is currently zoned MR-1-SN, which is Restricted Industrial in a Sign District. The Project proposes either a zoning variance or a zoning change to M1-1-SN, which would allow for Limited Industrial uses. Either change would not conflict with zoning for agricultural use or a Williamson Act contract. Therefore, since there

Section 2 – Environmental Analysis

would be no conflict with existing zoning or proposed zoning changes relative to agricultural use or a Williamson Act contract, no impact would occur.

c) and d) No Impact. As discussed above, the Project is located in an urbanized area. While the Project proposes a zoning variance or a zoning change, neither would cause the rezoning of forest land, timberland, or timberland zoned Timberland Production. In addition, the Project site is not located in areas mapped as forest or woodland (California Department of Forestry and Fire Protection, 2003). As such, the Project would not result in the loss of forest land or conversion of forest land to non-forest use. Therefore, no impact would occur to forest land, timberland, and timberland zoned Timberland Production.

2.3.3 Air Quality

Issues and Supporting Information Sources	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion:

The Project area is located within the South Coast Air Basin (SCAB), which includes metropolitan Los Angeles County. The Los Angeles County portion of the SCAB is regulated by the South Coast Air Quality Management District (SCAQMD) and is designated as a “Severe 17” non-attainment area for ozone (8-hour), serious non-attainment area for particulate matter 10 microns or less in diameter (PM10), and a non-attainment area for particulate matter 2.5 microns or less in diameter (PM2.5) (USEPA, 2007).

SCAQMD has established thresholds for significance of air quality impacts for construction and operation, presented below in **Table 2-1**.

Table 2-1
SCAQMD Air Quality Significance Thresholds

Mass Daily Thresholds		
Pollutant	Construction	Operation
NOx	100 lbs/day	55 lbs/day
VOC	75 lbs/day	55 lbs/day
PM10	150 lbs/day	150 lbs/day
PM2.5	55 lbs/day	55 lbs/day
SOx	150 lbs/day	150 lbs/day
CO	550 lbs/day	550 lbs/day

NOx = Nitrogen oxide, VOC = Volatile Organic Compounds, PM10 = Particulate matter 10 microns or less in diameter, PM 2.5 = Particulate matter 2.5 microns or less in diameter, SOx = Sulfur oxides, CO = Carbon monoxide
Source: SCAQMD CEQA Handbook (SCAQMD, 1993; revised March 2009).

a) Less than Significant Impact. The applicable air quality plan for the Project area is the 2007 Air Quality Management Plan (AQMP; SCAQMD, 2007). The AQMP is designed to satisfy the planning requirements of both the federal and California Clean Air Acts. The AQMP outlines strategies and measures to achieve federal and state standards for healthful air quality for all areas under SCAQMD’s jurisdiction.

A project is deemed inconsistent with the applicable air quality plan if it would result in population and/or employment growth that exceeds growth estimated in the applicable air quality plan. The Project does not include development of housing or new employment centers (the new facility would be staffed by existing LADWP personnel), nor would the Project cause or result in population or employment growth (see also **Section 2.3.13(a)**). Accordingly, since the proposed Project would not conflict with or obstruct the implementation of the AQMP, impacts would be less than significant.

b) and c) Less than Significant Impact. Construction of the proposed Project involves excavation, and use of construction equipment and vehicles. Project construction therefore would result in short-term air pollutant emissions (e.g., construction equipment, earth-moving activities, materials deliveries, earth hauling, and workers’ commutes). Air emissions calculations and subsequent impact analyses are based on estimated emissions during the time period in which the greatest emissions are most likely to occur, the demolition and site preparation phase of the Project.

Based on the anticipated extent of demolition and site preparation, estimated air pollutant emissions would not exceed the significance thresholds established by SCAQMD for peak day emissions (see **Table 2-2**). Therefore, air quality impacts from project construction would be less than significant.

Air emissions resulting from operation of the proposed Project are expected to result from vehicle traffic associated with the customer service center and community center, and energy use. The new facility would replace the current LADWP bill paying facility on Sunset

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Boulevard, resulting in a corresponding reduction in trips to the Sunset location. The new facility would be designed to be energy efficient, thereby helping to reduce emissions from off-site energy production. For example, when energy consumption at the facility is low, the solar energy produced at the facility would be redirected to the regional electric grid – a beneficial effect. Therefore, air quality impacts resulting from Project operation would be less than significant.

d) Less than Significant Impact. Land uses such as schools, playgrounds, residences, child care centers, and athletic facilities are considered sensitive receptors for purposes of air pollution control and monitoring requirements (SCAQMD, 1993). Sensitive receptors located within a 0.5-mile radius of the proposed Project site include a daycare center, schools, a park, athletic facilities and residences. However, the proposed Project would not expose sensitive receptors to substantial pollutant concentrations, since the proposed Project emissions do not exceed significance criteria above. Moreover, the construction emissions would be temporary, and operation of the proposed facilities would not result in substantial air pollutant emissions. Therefore, air quality impacts relative to sensitive receptors would be less than significant.

e) Less than Significant Impact. Construction of Project facilities would involve the use of heavy equipment that would generate exhaust pollutants and may create nuisance odors. However, these odor impacts would be temporary and confined to the immediate vicinity of the equipment; as such, the Project would not create objectionable odors affecting a substantial number of people and impacts would be less than significant.

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Table 2-2
Estimated Air Pollutant Emissions During Peak Day Project Construction

Emissions Source (on-road vehicles and ATVs)	Vehicle Type	No.	Est Max miles per day	Emission Factor (lbs/mi) ¹					Estimated Peak Day Emissions (lbs/day)						
				CO	VOC	NOx	SOx	PM10	PM2.5	CO	VOC	NOx	SOx	PM10	PM2.5
Haul Truck	HHD	2	60	0.0111	0.0028	0.0346	0.00004	0.0017	0.0014	1.332	0.336	4.152	0.005	0.204	0.168
Delivery Truck	DT	2	20	0.0169	0.0024	0.0189	0.00003	0.0007	0.0006	0.676	0.096	0.756	0.001	0.028	0.024
Fuel Truck	DT	1	20	0.0169	0.0024	0.0189	0.00003	0.0007	0.0006	0.338	0.048	0.378	0.001	0.014	0.012
Worker Commuting ⁵	PV	12	21.6	0.0083	0.0009	0.0008	0.00001	0.0001	0.0001	2.151	0.233	0.207	0.003	0.026	0.026
Emissions Factor (lbs/hr) ²															
Emissions Source (construction equipment)	No.	Est Max hrs of use per day	Emissions Factor (lbs/hr) ²					Estimated Peak Day Emissions (lbs/day)							
			CO	VOC	NOx	SOx	PM10	PM2.5 ³	CO	VOC	NOx	SOx	PM10	PM2.5	
Excavator	1	6	0.5482	0.1388	1.0634	0.0013	0.0592	0.0527	3.289	0.833	6.380	0.008	0.355	0.316	
Backhoe	1	6	0.3874	0.0938	0.6276	0.0008	0.0482	0.0429	2.324	0.563	3.766	0.005	0.289	0.257	
Front End Loader	1	6	0.3874	0.0938	0.6276	0.0008	0.0482	0.0429	2.324	0.563	3.766	0.005	0.289	0.257	
Water Truck	1	6	0.6994	0.2355	2.1941	0.0027	0.0792	0.0705	4.196	1.413	13.165	0.016	0.475	0.423	
Roller	1	6	0.4157	0.1106	0.7342	0.0008	0.0521	0.0464	2.494	0.664	4.405	0.005	0.313	0.278	
Total															
Significance Thresholds⁴															
										19.1	4.7	37.0	0.0	2.0	1.8
										550	75	100	150	150	55

Notes: PV: passenger vehicles, DT: Delivery Truck, HHD: heavy-heavy-duty trucks

Sources:

- 1 SCAQMD. 2007a. EMFAC2007 version 2.3 Emission Factors for On-Road Passenger Vehicles & Delivery Trucks. Scenario Year 2011.
- 2 SCAQMD 2007b. SCAB Fleet Average Emission Factors (Diesel). Scenario year 2011.
- 3 SCAQMD. 2006. Final-Methodology to Calculate Particulate Matter (PM) 2.5 and PM 2.5 Significance.
- 4 SCAQMD. 1993; revised March 2009. CEQA Air Quality Handbook.
- 5 -----, Table A9-5-D, Input Assumptions Trip Length to Estimate VMT [Los Angeles County Work Trips, 2010].

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2.3.4 Biological Resources

Issues and Supporting Information Sources	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Have a substantial adverse effect on federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion:

a) No Impact. Currently, there are palm trees and limited ornamental vegetation located on the Project site. However, there is no habitat suitable for listed species on or adjacent to the site, which is completely urbanized. Therefore, there would be no impact.

b) and c) No Impact. The proposed Project would have no impact on riparian habitats; federally protected wetlands; native resident or migratory species movements, corridors, or nursery sites because these resources are not present on the Project site.

d) Less Than Significant Impact. The proposed Project would not significantly affect the movement of wildlife, since the new facility would be constructed on a previously disturbed site. There are no wildlife nursery sites or significant wildlife movement corridors within or adjacent to the proposed Project site. Existing trees and shrubs could provide temporary resting places for

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small numbers of transient birds, but the impact would be less than significant. Therefore, the impact on wildlife movement would be less than significant.

e) No Impact. Ornamental trees, palm trees and shrubs are proposed to be removed during Project construction. Since the Project is within a developed urban area and the trees to be removed are not listed among the protected native trees in the City’s Native Tree Protection Ordinance (City of Los Angeles, 2006). The Los Angeles Municipal Code (Section 1. Subdivision 12 of Subsection A of Section 12.21; Ordinance 177404) provides for protection of native trees of four types: (1) oaks other than Scrub Oak (*Quercus dumosa*), (2) Southern California Black Walnut (*Juglans californica* var. *californica*), (3) Western Sycamore (*Platanus racemosa*), and (4) California Bay (*Umbellularia californica*). No specimens of these species would be removed under the Project. Therefore, there are no local policies or ordinances protecting biological resources or conservation plans that apply to the Project or the Project site area and no impacts would occur.

f) No Impact. The Project site does not fall within the boundaries of any adopted Habitat Conservation Plans (HCPs) or Natural Community Conservation Plans (NCCPs) (CDFG, 2010). Therefore, the proposed Project would not conflict with any adopted HCPs or NCCPs and no impact would occur.

2.3.5 Cultural Resources

Issues and Supporting Information Sources	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion: A Cultural Resources Report was completed for the proposed Project by BonTerra Consulting and is on file with LADWP.

a) Less Than Significant Impact. Architectural Historian Pamela Daly conducted a historical resources study of the property. The study consisted of archival research and field surveys of the project area on August 12, 2010 and October 19, 2010. The results of the cultural resources survey for the site and environs prepared by BonTerra Consulting found that the structures on the Project site are not considered to be historic. The on-site buildings evaluated in the Historic Resources Assessment Report were deemed not eligible for listing in the California Register of Historical Resources (CRHR) or the National Register of Historic Places.

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The El Nido Hotel, located immediately west of the Project site at 1042 North Wilcox Avenue, was also evaluated by BonTerra for its potential for eligibility as a historic resource. The hotel was found ineligible for listing on the CRHR. A historic street light fixture that dates from the 1920s is located on the sidewalk, directly in front of the office building at 1037 North Cole Avenue. The light is under the jurisdiction of the City of Los Angeles, Department of Public Works, Bureau of Street Lighting. It may be necessary to move the light a few feet from its current location. It would be removed and stored off-site during construction, and replaced in or within a few feet of its current location after the new building is in place. Therefore, given the above, a less than substantial adverse change in the significance of a historical resource would occur.

b) No Impact. Mr. Patrick Maxon (BonTerra Consulting) conducted a literature review of records on file at the South Central Coastal Information Center (SCCIC) at the California State University, Fullerton on August 17, 2010. The review consisted of an examination of the USGS Hollywood 7.5-minute quadrangle and SCCIC Mylar overlays to evaluate the Project area for sites recorded or cultural resources studies conducted on the Project parcel and within a 1-mile radius. The Native American Heritage Commission (NAHC) was contacted to provide a Sacred Lands File Search and Native American Contacts list. A response was received from Program Analyst Dave Singleton on November 2, 2009. The NAHC's Sacred Lands File search did not indicate the presence of Native American cultural resources in the immediate project area. In addition, Mr. Maxon reviewed California Points of Historical Interest, the California Historical Landmarks (CHL), the CRHR, the NRHP, and the California State Historic Resources Inventory/Historic Property Data File (HRI/HPDF). Sixteen cultural resources were recorded within 1 mile of the proposed Project site. None of the 16 buildings or structures was recorded on the Project site and none would be impacted by the proposed Project construction or operation. Additionally, there were 45 cultural resources studies completed within 1 mile of the site; none included the Project site. Site excavation would be no more than 2 feet below ground surface on a previously graded site. Therefore, no archaeological or other cultural resources are anticipated.

Should archeological resources be unearthed during the course of site excavation, Project specifications would require that construction activity shall cease and that a qualified archeologist be retained to evaluate the discovery prior to resuming grading in the immediate vicinity of the find. Therefore, impacts to archeological resources would be less than significant.

c) No Impact. The paleontological resources literature review conducted for the Project revealed that the site is covered with modern soils on top of late-Pleistocene alluvial deposits. No significant resources on the Project site have been recorded; however, there are recorded fossil localities nearby that occur in the same sedimentary deposits that occur on the property. The paleontological resources investigation concluded that grading/excavation in the uppermost layers of younger alluvium would not likely encounter significant vertebrate fossils within 5 feet of excavated soil below ground surface. It is anticipated that only the first 2 feet of soil below ground surface on the entire site would be excavated. Therefore, the proposed Project would have no impact on paleontological resources.

d) No Impact. Because of the shallow excavation on the site and lack of known archaeological materials, the discovery of human remains is highly unlikely at the Project site. In the unlikely

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event that remains were uncovered, it is required by law to stop work at that specific location and contact the County Coroner. Accordingly, no Project impact would result.

2.3.6 Geology and Soils

Issues and Supporting Information Sources	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994) creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems, where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion:

a)-i) Less Than Significant Impact. According to the California Geological Survey Division of Mines and Geology Seismic Earthquake Fault Zone Map for the Hollywood 7.5-Minute Quadrangle (CGS, 1986), the proposed Project site is not located in an Alquist-Priolo Earthquake Fault Zone. However, the site is located a half-mile south of a Fault Rupture Study Area (City of Los Angeles, 1996). As with most of southern California, the proposed Project site is located in a seismically active area and therefore would be subject to ground shaking and potential damage during an earthquake. The closest fault is located 1.2 miles from the Project site (City of Los Angeles/ZIMAS, 2010). Hazards associated with ground shaking would be reduced to a less than significant level with incorporation of Uniform Building Code (UBC) seismic standards into Project design plans and specifications. Accordingly, Project impacts relative to the risk of loss, injury, or death involving earthquake rupture would be less than significant.

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a)-ii) Less Than Significant Impact. As with most of Southern California, the proposed Project site would be located in a seismically active area and therefore would be subject to ground shaking and potential damage during an earthquake. Hazards associated with ground shaking would be reduced to a less than significant level with incorporation of UBC seismic design standards into Project design plans and specifications. Accordingly, Project impacts relative to the risk of loss, injury, or death involving ground shaking would be less than significant.

a)-iii) Less Than Significant Impact. Seismic-related ground failures such as liquefaction, lurching, lateral spreading, and differential settlement can result from strong ground shaking. Liquefaction-related phenomena occur when seismic shaking of loose, saturated sand deposits temporarily lose strength and behave as a liquid. Liquefaction-related phenomena generally occur in areas of shallow groundwater (depths of 50 feet or less). The Project area is mapped as located nearby to an area susceptible to liquefaction (recent alluvial deposits or groundwater less than 30 feet deep) (City of Los Angeles, 1993). The site itself, however, is not located in a liquefaction zone (City of Los Angeles/ZIMAS, 2010). Notwithstanding, the proposed Project would be designed and constructed to meet UBC seismic safety standards. Therefore, the potential for damage or failure due to liquefaction would be less than significant.

a)-iv) No Impact. The site is a flat property. There are no immediately adjacent hillsides with the potential to generate a landslide. Therefore, there would be no impact.

b) Less Than Significant Impact. Removal of the three existing structures and the asphalt parking on the Project site would involve ground disturbance (i.e., excavation, grading). Construction of the new facility would also require excavation for the foundation. Existing parking areas would be scraped, asphalt would be removed, new bedding would be placed (as necessary), and new, resurfaced parking spaces would be installed. All construction activity would occur in areas that were previously disturbed or paved. Only in the very limited areas in which the planting of palm trees had occurred would topsoil be lost, and this material would be hauled off site with construction debris. However, the replanting of landscaping during construction of the new facility would offset the topsoil loss by contributing new soils to the Project site. Project operation would have no effect on soils on site. Therefore, since Project construction and operation would not result in substantial soil erosion or the loss of topsoil, the impact would be less than significant.

During construction, water trucks would be used to keep adjacent areas damp, spoil piles would be covered, and excavated soil would be immediately deposited in haul trucks to preclude soil erosion. Therefore, since no substantial soil erosion or loss of topsoil is anticipated during construction of the Project, the impact would be less than significant.

c) and d) Less Than Significant Impact. As discussed above, there are no immediately adjacent hillsides with the potential to generate a landslide. The site is not in, but is nearby to, a liquefaction zone. The site's susceptibility to instability and/or the presence of expansive (clayey) soils, lateral spreading, liquefaction and subsidence would be addressed in a soil and geotechnical foundation analysis of the Project site and the results incorporated into the detailed design. The proposed Project also would be designed and constructed to meet UBC seismic

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safety standards. Therefore, impacts related to unstable soils or expansive soils that could create a substantial risk to life and property would be less than significant.

e) **No Impact.** The new facility would be connected to an existing sewer. Therefore, there would be no impact on septic systems or alternative wastewater disposal systems.

2.3.7 Greenhouse Gas Emissions

Issues and Supporting Information Sources	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion:

The majority of LADWP’s emissions results from power generation. LADWP has instituted various methods for reducing GHG emissions, such as providing rebates to encourage use of energy efficient equipment, reducing GHG from vehicles by pursuing electric fleet vehicles, retrofitting City-owned facilities for increased energy efficiency, and promoting the installation of solar and renewable power.

As previously discussed, a major aspect of the proposed Project is its design to meet USGBC LEED Gold Standard certification for New Construction. Photovoltaic panels would generate up to 30 kilowatts (kW) of renewable energy that would be used to supply the facility’s demand. When energy consumption at the facility is low, this solar energy would be redirected to the regional electricity grid. The new facility would use natural lighting and efficient lighting that would optimize energy performance by at least 42 percent over a comparable facility. Sustainable design elements of the Project would be implemented during construction and would be maintained throughout the life of the facility.

a) **Less Than Significant Impact.** GHG include, but are not limited to, carbon dioxide, methane, nitrous oxide, hydrofluorocarbons, perfluorocarbons and sulfur hexafluoride. Project-related emissions of GHG would result from construction and workers’ vehicles during temporary construction activities. Operations-related emissions would result from employee and customer vehicle trips to and from the site, as well as vehicles associated with periodic use of the community center.

Currently, SCAQMD has not adopted significance thresholds for GHG emissions. On December 5, 2008, SCAQMD adopted an interim GHG significance threshold of 10,000 MT/year CO₂e for

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industrial (stationary source) projects where SCAQMD is the lead agency. Thresholds for other land uses have not been developed.

As described in **Section 2.3.3, Air Quality**, Project construction would result in less than significant combustion emissions from vehicles and equipment. Construction impacts for GHG emissions are amortized over 30 years since a project is generally considered to have an economic life of 30 years. As shown in **Table 2-3**, with construction emissions amortized over 30 years, the proposed Project would generate approximately 10 MT CO₂e per year. Accordingly, while there is no adopted SCAQMD threshold for a land use comparable to that of the proposed Project, the Project would produce an incremental increase of GHG construction emissions substantially less than the established SCAQMD threshold for industrial projects of 10,000 MT/year CO₂e. Therefore, the impact on emissions of greenhouse gases, and thus climate change, would be less than significant.

b) No Impact. The following policies and regulations are relevant to climate change in California:

- **State of California Executive Order S-3-05** - The Governor of California signed Executive Order S-3-05 on June 1, 2005. To address potential impacts of climate change, the Order mandates GHG emission reduction targets. More specifically, by 2010, greenhouse gas emissions are expected to be reduced to 2000 levels; by 2020, emissions are expected to reach 1990 levels; and by 2050, emissions are expected to be 80 percent below 1990 levels.
- **State of California Assembly Bill 32** – California Global Warming Solutions Act - Assembly Bill (AB) 32, *California Global Warming Solutions Act of 2006*, was signed into law on September 27, 2006. AB 32 requires the California Air Resources Board (CARB), in coordination with State agencies as well as members of the private and academic communities, to adopt regulations to require the reporting and verification of statewide GHG emissions and to monitor and enforce compliance with this program. Similar to Executive Order S-3-05, under the provisions of the bill, by 2020, statewide GHG emissions will be limited to the equivalent emission levels in 1990. On December 12, 2008, CARB adopted its Climate Change Scoping Plan pursuant to AB 32 (CARB, 2008).
- **State of California Senate Bill 375** - On September 30, 2008, Governor Arnold Schwarzenegger signed Senate Bill (SB) 375, which seeks to reduce GHG emissions by discouraging sprawl development and dependence on car travel. SB 375 helps implement the AB 32 GHG reduction goals by integrating land use, regional transportation and housing planning.

GHG emission reduction for LADWP is a Department-wide effort implemented on many fronts. Designing the proposed Project to comply with LEED Gold Standard certification, including solar energy, is congruent with AB32 and Executive Order S-3-05 policies to reduce GHG emissions. The Project is in a developed urban zone and is unrelated to sprawl development and dependence on car travel in SB 375. The new facility would replace the existing facility on

Table 2-3
Estimated Greenhouse Gas Emissions from Construction

Emissions Source (on-road vehicles and ATVs)	Vehicle Type	Est max miles for 16-month construction period	Emission Factor (lbs/mi) ¹			Estimated Emissions (lbs/16-month construction period)		
			CO2	CH4	NOx	CO2	CH4	NOx
Light Duty Truck	PV	3880	1.102352	0.000077	0.000845	4277.1	0.3	3.3
Delivery Truck	DT	4380	2.751808	0.000117	0.018934	12052.9	0.5	82.9
Haul Truck	HHDT	1320	4.220457	0.000129	0.034558	5571.0	0.2	45.6
Fuel Truck	DT	2840	2.751808	0.000117	0.018934	7815.1	0.3	53.8
Concrete Truck	HHDT	420	4.220457	0.000129	0.034558	1772.6	0.1	14.5
Worker Vehicles ⁴	PV	126144	1.102352	0.000077	0.000845	139055.0	9.7	106.5
Emissions Source (construction equipment)	Est max hours of use per 16-month construction period	Emissions Factor (lbs/hr) ²			Estimated Emissions (lbs/16-month construction period)			
		CO2	CH4	NOx	CO2	CH4	NOx	
Backhoe	42	66.804115	0.008468	0.627560	2805.8	0.4	26.4	
Front End Loader	42	66.804115	0.008468	0.627560	2805.8	0.4	26.4	
Water Truck	132	260.093058	0.021247	2.194073	34332.3	2.8	289.6	
Roller	42	67.053297	0.009978	0.734153	2816.2	0.4	30.8	
Excavator	132	119.581131	0.012524	1.063436	15784.7	1.7	140.4	
Crane (2)	1584	128.650092	0.013599	1.361705	203781.7	21.5	2156.9	
Forklift	1056	54.395761	0.005725	0.474233	57441.9	6.0	500.8	
Scissor Lift (2)	792	54.395761	0.005725	0.474233	43081.4	4.5	375.6	
Paver	8	77.934742	0.015194	0.942089	623.5	0.1	7.5	
Compactor	8	67.053297	0.009978	0.734153	536.4	0.1	5.9	
Total (all emission sources)	lbs/16-month construction period		534554	49	3867			
	CO2 equivalents (lbs/16-month construction period)³		534554	1028	113881			
	CO2 equivalents (metric tons/year)		10					

Notes: PV: passenger vehicles, DT: Delivery Trucks, HHDT: heavy-heavy-duty trucks

1 SCAQMD, 2007a. EMFAC2007 version 2.3 Emission Factors for On-Road Passenger Vehicles & Delivery Trucks. Scenario Year 2011.

2 SCAQMD 2007b. SCAB Fleet Average Emission Factors (Diesel). Scenario year 2011.

3 Global Warming Potential conversion to CO2e per U.S. EPA, 2010. Inventory of U.S. Greenhouse Gas Emissions and Sinks: 1990-2008. U.S. EPA #430-R-10-006.

4 SCAQMD, 1993. Table A9-5-D, Input Assumptions Trip Length to Estimate VMT [Los Angeles County Work Trips, 2010].

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Sunset Boulevard; however, since a major aspect of the proposed Project is its design to meet USGBC LEED Gold Standard certification for New Construction, the new facility is anticipated to produce less GHG emissions than the existing facility.

Therefore, since the Project does not conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases, there would be no impact.

2.3.8 Hazards and Hazardous Materials

Issues and Supporting Information Sources	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Expose people or structures to the risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion:

a) and b) Less than Significant Impact. The proposed Project includes construction and operation of a new customer service and community center. Except for fuels for vehicles and heavy equipment (during construction and maintenance), the Project does not involve use,

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transport or disposal of hazardous materials. Since the Project would not create a significant hazard to the public or the environment from use, transport, or disposal of hazardous materials, impacts would be less than significant.

c) Less Than Significant Impact. The proposed Project site is located within one-quarter mile of existing or proposed schools. However, the Project would not involve use of hazardous materials except for routine use of fuels for vehicles and heavy equipment during construction. Therefore, impacts would be less than significant.

d) No Impact. Section 65962.5 of the California Government Code requires the California Environmental Protection Agency (CalEPA) to update a list of known hazardous materials sites, which is also called the “Cortese List.” The sites on the Cortese List are designated by the State Water Resources Control Board, the Integrated Waste Management Board, and the Department of Toxic Substances Control. A records search of the Cortese List was conducted for the Project area and there were no sites listed on or in the vicinity of the Project site (EDR, 2010). Therefore, the Project would have no impact related to hazardous waste sites.

e) and f) No Impact. The proposed Project is not located within an airport land use plan, and is not located within 2 miles of a public or public use airport or a private airstrip (Thomas Guide, 2007); therefore, no impacts would occur. Therefore, implementation of the proposed Project would have no impact relative to airport land use plans or public/public use airports.

g) No Impact. The Project site is not located directly on a designated Disaster Route, as mapped by the City of Los Angeles General Plan Safety Element (1995). The closest designated Disaster Route is Santa Monica Boulevard, located approximately 200 feet north of the site. Since the Project site may be accessed from the south, construction activities could avoid Santa Monica Boulevard in the event of an emergency. In addition, potential street improvements associated with the Project would not necessitate total road closure. Therefore, no impact to an emergency response plan or emergency evacuation plan would occur.

Since, during Project operation, daily traffic to the site would be limited to employee travel and visitors to the facility, no disturbance to the normal flow of traffic in the vicinity of the Project site is anticipated to occur as a result of Project operation. Accordingly, Project construction and operation would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan, and no operational impact to an emergency response plan or emergency evacuation plan would occur.

h) No Impact. The proposed Project involves construction and operation of a community facility in a highly urbanized area. There are no immediately adjacent forested areas, and the site is not mapped by the City of Los Angeles General Plan Safety Element as a wildland fire hazard area (1996). Therefore, the proposed Project would have no impact related to an increase in the risk of damage from wildland fires.

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2.3.9 Hydrology and Water Quality

Issues and Supporting Information Sources	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Place housing within a 100-year flood hazard area, as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j) Expose people or structures to a significant risk of loss, injury or death involving inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion:

a) and f) Less Than Significant Impact. The only water discharge associated with the proposed Project is stormwater flows during construction and operation (no site dewatering is anticipated during Project construction). During construction, site runoff could contain sediment and other pollutants that could degrade water quality. Effective September 2002, the Regional Water Quality Control Board – Los Angeles Region (Regional Board) required through its Municipal Storm Water National Pollutant Discharge Elimination System Permit (NPDES

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Permit No. CAS004001) that new development and redevelopment projects incorporate storm water mitigation measures. Depending on the project type, either a Standard Urban Stormwater Mitigation Plan (SUSMP) or a Site-Specific Mitigation Plan is required to reduce the quantity and improve the quality of rainfall runoff.

The Project would comply with the SUSMP requirements for Parking Lots, since the Project site is greater than 5,000 square feet in area. More specifically, the SUSMP category is defined as follows: “land area or facility for parking or storage of motor vehicles used for business, commerce, industry, or personal use, with a lot size of 5,000 square feet or more of surface area, or with 25 or more parking spaces” (Regional Board, 2002).

Stormwater pollutants of concern specific to the Project are primarily dust and grit transported onto the site by wind, hydrocarbons in the form of motor oil and lubricants from vehicles, and heavy metals from brake pads. A number of Best Management Practices (BMPs) would be installed to reduce potential pollutants discharged off the site, which would improve water quality on the site over current conditions. BMPs that would be incorporated include the following:

- A 24-foot-wide strip of permeable pavers or grass-crete would be installed along the parking lot driveways leading from the rear of the site to the front property line. The permeable pavers, interstitial vegetation, and subsurface gravel would serve to detain, infiltrate, and filter excess stormwater before leaving the site.
- Pass through planters and bio-swales would be installed around the parking lot and in the courtyard to bio-filter stormwater as it passes through the site before exiting.
- Catch basins would be fitted with filter inserts to remove pollutants from the runoff before entering the City stormdrain system.
- Subdrains would be installed below the permeable pavers and pass through planters to direct the treated stormwater off the site and to the City stormdrain system.
- As required by the SUSMP, the BMPs would be designed and implemented to treat the volume of runoff produced from a 0.75-inch storm event prior to its discharge to the City’s stormwater system.

With implementation of the SUSMP BMPs, potential water quality or waste discharge impacts would be reduced to a level of less than significant.

b) No Impact. The facility would be served from the City water distribution system. The Project does not involve groundwater extraction. The Project would include BMPs to promote groundwater recharge: the newly developed site would contain a combination of flow-through planters, bio-swales, and permeable pavers, and approximately 20 percent of the entire site would be pervious under the Project. Additionally, the Project would install water-conserving equipment that would reduce water overall usage by 30 percent. Therefore, there would be no adverse impact on groundwater.

c), d), and e) No Impact. Currently, the Project site is nearly entirely paved; there are no streams or rivers traversing the site. As part of LADWP’s SUSMP for the Project, the newly developed site would contain a combination of flow-through planters, bio-swales, and permeable

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pavers to infiltrate and filter stormwater runoff. While the surface of the existing site is almost entirely impervious, approximately 20 percent of the entire site would be pervious under the Project. Additionally, the peak stormwater runoff discharge rate is currently 1.29 cubic feet per second (cfs); that rate would be reduced to 1.26 cfs with implementation of the Project, a beneficial effect. Accordingly, the Project would not create or contribute runoff of water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff. Therefore, since the Project would incorporate design features that would have a beneficial effect on site drainage systems and runoff – an improvement over existing conditions – no adverse impacts would occur.

g), h), and i) No Impact. The Project contains no housing. The Project site is not located within a 100-year floodplain. The site is located within an inundation area of the Hollywood Reservoir, but is not located in the immediate vicinity of a levee, dam, or open water, as mapped by the City of Los Angeles General Plan Safety Element (1994). The Project would replace the existing Sunset Boulevard location, which is also located within an inundation area of the Hollywood Reservoir. In accordance with the California Dam Safety Act (1972), all dams in the state have been retrofitted, including the Hollywood Reservoir; therefore, any dam failure associated with the reservoir would be considered highly unlikely. No Project impacts related to flooding would occur.

j) No Impact. The Project site is inland and therefore not subject to damage from a tsunami (seismic sea wave). Furthermore, the proposed Project does not involve construction of housing, or the creation of open water in which seismic movement could create standing waves (seiches). Therefore, the proposed Project would not expose people or structures to a significant risk of loss, injury or death involving inundation by seiche. The Project site is flat and located in a highly urbanized area; therefore, the site would not be subject to mudflows. Accordingly, no impacts would occur.

2.3.10 Land Use and Planning

Issues and Supporting Information Sources	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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Discussion:

a) No Impact. The proposed Project would be constructed within the boundaries of a previously developed site in an established community. Currently, the existing structures onsite are unoccupied and unused. The redevelopment of the Project site would enable a portion of the new facility to be used as a community center, a beneficial effect. As such, no impact relative to the division of an established community would occur.

b) Less than Significant Impact. The Project seeks to establish a commercial use close to a thoroughfare corridor that would activate the street and may encourage the redevelopment of other underperforming properties in the vicinity, which is consistent with the Hollywood Community Plan (City of Los Angeles, 1988). As discussed, LADWP will request for the Project a zoning variance or a zoning change from MR-1-SN to M1-1-SN, thus enabling LADWP to construct a facility that would complement current, surrounding land uses that also provide the community with everyday services. Existing surrounding land uses include a day care center, a fitness center, Hollywood Recreation Center, and retail properties along Santa Monica Boulevard. Accordingly, no land use conflict would result.

Additionally, public works improvements would be implemented as part of the Project to encourage and promote the safety of pedestrian traffic and transit-users visiting the facility and surrounding businesses. Street widening that would have conformed to the City’s Secondary Highway standards would be waived, pursuant to section 12.37A3. A waiver would preserve the curb alignment and public improvements that already exist along the entirety of Cole Avenue. The proposed Hollywood Community Plan designates this street segment as a Modified Street. As part of this Project, the sidewalk would be widened to 15 feet, including parkways, to conform to the Hollywood Community Plan’s Modified Street dimensions. Parkway within the dedicated portion of the sidewalks would be landscaped to complement the development. Since the Project would be consistent with the applicable land use plan, the impact on land use would be less than significant.

c) No Impact. There are no applicable HCPs or NCCPs that include the Project area. See also Section 2.3.4(f).

2.3.11 Mineral Resources

Issues and Supporting Information Sources	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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Discussion:

While potential Mineral Resource Zones (MRZ) were originally mapped in the City of Los Angeles, much of the area within the MRZ sites in the city was developed with structures prior to the MRZ classification and, therefore, is unavailable for extraction.

a) and b) No Impact. The Project site is located in a highly urbanized area and is completely developed. Neither the Project site nor neighboring properties are currently used for mineral excavation. Additionally, the site does not have any oil wells (City of Los Angeles/ZIMAS, 2010). Therefore, Project construction and operation would not result in the loss of availability of a known mineral or locally-important mineral resource. Accordingly, no Project impacts relative to mineral resources would occur.

2.3.12 Noise

Issues and Supporting Information Sources	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project result in:				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion:

a) and d) Less Than Significant Impact with Mitigation Incorporated. The proposed Project would be located in the City of Los Angeles. Chapter IV, Public Welfare, Section 41.40 of the City's Municipal Code specifies noise standards for construction within 500 feet of residential areas. The City limits construction noise to the hours of 7:00 a.m. to 9:00 p.m. on weekdays, and 8:00 a.m. to 6:00 p.m. on Saturdays and national holidays. Construction is prohibited on Sundays. Additionally, Chapter XI, Noise Regulations, Section 112.05 of the City's Municipal Code prohibits within 500 feet of a residential zone the operation, from 7:00

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a.m. to 10:00 p.m., of any powered equipment that produces a maximum noise level that exceeds the following noise limits at a distance of 50 feet therefrom:

**Table 2-4
Maximum Noise Level of Powered Construction Equipment**

SOURCE	MAXIMUM NOISE LEVEL
Construction machinery including loaders, cranes, paving machines, off-highway trucks, compactors, pavement breakers, compressors, & pneumatic equipment	75 dBA
Powered equipment of 20 horsepower or less intended for infrequent use, including chain saws, log chippers, and powered hand tools	75 dBA
Powered equipment intended for repetitive use	65 dBA

Sec. 112.05. Maximum Noise Level of Powered Equipment or Powered Hand Tools also states that:

“Said noise limitations shall not apply where compliance therewith is technically infeasible. The burden of proving that compliance is technically infeasible shall be upon the person or persons charged with a violation of this section. Technical infeasibility shall mean that said noise limitations cannot be complied with despite the use of mufflers, shields, sound barriers and/or other noise reduction device or techniques during the operation of the equipment.”

Noise levels are given in dBA, which refers to decibels, A-weighted scale. Noise impacts would be site-specific. Construction noise could temporarily affect sensitive noise receptors in the area—adjacent residences, hotel and day care center. The noisiest equipment that would exceed the 75 dBA level within 500 feet would consist of one backhoe, one front end loader and one excavator (Canter, 1977). If operated simultaneously, their combined noise level could reach approximately 89 dBA at 50 feet (Canter, 1977). These machines would be on the site for approximately 14 working days, and only during normal work hours.

Noise generated by construction of the Project would exceed the 75 dBA city ordinance limits, but would be temporary and sporadic during those days. While experienced noise at adjacent buildings could be reduced by approximately 10 dBA or more by keeping windows closed during this short period, the 75 dBA requirement would likely still be exceeded. Nevertheless, it is recommended that these three pieces of equipment be fitted with mufflers, and that sound barriers be employed during the first phase of construction. Though the experienced noise would be brief in duration and would be limited to normal work days and hours, the impact of construction noise would be potentially significant. However, with the incorporation of Mitigation Measure NOI-1 below, impacts during Project construction would be reduced to a level of less than significant.

Once constructed, operation noise would be limited to vehicle traffic associated with the customer service center, estimated at approximately 300 cars per day. Community meetings, assumed to be indoors, could involve approximately 300 additional people, but meetings would

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be sporadic. Therefore, since noise generated from Project operation would be limited to vehicle traffic, impacts resulting from the Project would be less than significant.

b) Less Than Significant Impact. Project construction would involve the temporary use of equipment, such as a backhoe and excavator, which would generate groundborne vibration or groundborne noise levels. Notwithstanding, it is anticipated that the temporary vibration effects of this equipment would be less than significant at the adjacent buildings. In addition, the duration would be 14 working days and sporadic during each day. Therefore, the impacts would be less than significant.

c) Less Than Significant Impact. Operation noise would be limited to vehicle traffic associated with the customer service and community center. It is anticipated that community meetings at the site would be held indoors. While the Project site is currently unused and unoccupied, it was previously used for office space and provided surface parking spaces for its office workers and visitors. Therefore, the operational noise associated with the new facility is anticipated to be comparable to the ambient noise levels associated with the previous use of the property. Accordingly, since no substantial permanent increase in ambient noise levels would occur from Project operation, impacts would be less than significant.

e) and f) No Impact. The Project is not located within an airport land use plan or within the vicinity of a private airstrip (Thomas Guide, 2007). Accordingly, no impacts would occur.

Mitigation Measure

NOI-1 During site clearing and excavation (the initial phase of construction) the excavator, front-end loader and backhoe shall be fitted with mufflers, and that sound barriers be employed when working adjacent to the residences and day care center.

With incorporated of Mitigation Measure NOI-1, noise impacts from Project construction would be less than significant.

2.3.13 Population and Housing

Issues and Supporting Information Sources	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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Discussion:

a) No Impact. The Project would generate up to 20 construction jobs, but this would be a temporary effect and would not provide permanent economic growth to the area. LADWP would hire no new employees as a direct result of Project implementation. As such, there would be no effect on employment and economic growth in the Project area. A project may directly induce growth if it would remove barriers to population growth such as a change to a jurisdiction’s General Plan and Zoning Ordinance that allowed new residential development to occur. The proposed Project is the construction of a new customer service and community center for LADWP. No residential or retail business development, nor the extension of roads or other infrastructure, that could induce substantial population growth in the area, either directly or indirectly, is proposed under the Project. Therefore, no Project impacts to population and housing would result.

b) and c) No Impact. The site contains unoccupied, commercial buildings, so no people or existing housing would be displaced by the Project, necessitating replacement housing elsewhere. In addition, the proposed zoning change or zoning variance would have no impact on any residences. Therefore, no impact would occur.

2.3.14 Public Services

Issues and Supporting Information Sources	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
i) Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iii) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv) Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
v) Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion:

a)-i) No Impact. The agency responsible for providing fire protection services to the Project area is the Los Angeles Fire Department. Station 27, located at 1327 Cole Avenue, less than 0.5 miles from the Project site. As discussed in Section 2.3.12, Population and Housing, the Project is neither growth-inducing nor growth-accommodating since it neither involves construction of housing nor generates substantial job growth. While the community center would provide occasional meeting and event space for up to approximately 300 people, no need for additional

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fire protection facilities or services, or changes in service ratios beyond those which currently exist, would be required. As such, the Project would not increase the demand for fire protection services. Therefore, no impact would occur relative to maintaining current levels of fire service and the provision of new or physically altered facilities.

a)-ii) No Impact. The Los Angeles Police Department station responsible for providing police protection to the area is located at 1358 Wilcox Avenue, less than 0.5 mile from the Project site. As discussed earlier, the Project is neither growth-inducing nor growth-accommodating; accordingly, no additional police service would be required for the Project. Therefore, there would be no effect on police protection services, and as such, no impacts would occur.

a)-iii), a)-iv) and a)-v) No Impact. The demand for new or expanded schools, parks, and/or public facilities such as hospitals, libraries, power/data lines, and roadways is generally associated with an increase in housing or population. As described above, the proposed Project would neither induce nor accommodate population growth that would require new or expanded facilities or infrastructure; the Project does not propose to construct new housing or displace existing housing or persons. Therefore, no impact to schools, parks, or other public facilities would result from Project implementation.

2.3.15 Recreation

Issues and Supporting Information Sources	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion:

a) and b) No Impact. The Project would not involve the construction of recreational facilities, nor require the construction or expansion of such facilities. The closest recreational area to the Project site is the Hollywood Recreation Center, which is operated by the City of Los Angeles Department of Recreation and Parks and is located approximately 300 feet northeast of the Project site, across Santa Monica Boulevard. Given the distance of the park from the Project site, as well as the intervening roadway, proposed construction activities would be unlikely to result in disturbances to the park. Once operational, the Project would have no effect on recreational users or facilities. Accordingly, since the Project would not result in physical deterioration of existing recreational facilities, or require the construction or expansion of recreational facilities, there would be no Project impacts to recreational facilities.

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2.3.16 Transportation and Traffic

Issues and Supporting Information Sources	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable congestion management program, including but not limited to, level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion:

a) and b) Less than Significant Impact. Level of Service (LOS) is an indicator of the operating conditions of a roadway or an intersection, and is used to represent various degrees of congestion and delay. It is measured from LOS A (excellent conditions) to LOS F (extreme congestion). LOS E is the acceptable limit of service established for Los Angeles County in the Congestion Management Program (2004), which is implemented by the Los Angeles County Metropolitan Transportation Authority. According to the Congestion Management Program, certain intersections in the Project area on Santa Monica Boulevard are operating at LOS E or below (Congestion Management Program, 2004). Based on volume capacity ratios for Cole Avenue and counts made by the City of Los Angeles in 2004, Cole Avenue in the Project area operates at LOS A (LADOT, 2005).

Construction of the proposed Project would require initial transport of wide, slow-moving construction equipment to the Project site. Truck trips would be required to import construction materials and approximately 45 trips would be necessary to transport excess spoils and demolition debris. Construction workers' commutes would occur daily throughout the construction period. Construction workers' commutes would add traffic along Cole Avenue

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during peak hours; the estimated number of required construction workers on site would be up to 20 individuals during the period of highest activity.

A short-term impact to Cole Avenue would result from an increase in vehicle trips to and from the site for hauling materials and earthwork, and for worker commutes. However, since Cole Avenue currently operates at LOS A, the addition of Project-related construction vehicles is not anticipated to result in a substantial increase in traffic congestion, such that Cole Avenue's LOS would be significantly degraded. Accordingly, since the proposed Project would not conflict with regional transportation planning, construction impacts of the Project would be less than significant. Operation of the proposed Project would result in approximately 300 vehicle trips per day to and from the Project site. Even with the addition of 300 trips per day (about 10 percent) to the existing traffic counts, Cole Avenue would still operate at an acceptable level of service. Therefore, operational impacts would also be less than significant.

c) No Impact. The Project area is not located near either a public or private airport, and the Project does not include features that would alter air traffic patterns. The height of the new facility would be 28 feet, consistent with surrounding structures. Therefore, no change in air traffic patterns would result from Project construction and operation, and no impact would occur.

d) No Impact. The proposed Project would implement improvements to promote the safety of pedestrian traffic and transit-users who are visiting LADWP's new facility and surrounding businesses. Street widening that would have conformed to the City's Secondary Highway standards would be waived, as discussed in **Section 2.3.10, Land Use**, and a waiver would preserve the curb alignment and public improvements that already exist along the entirety of Cole Avenue. Therefore, design features associated with the Project would have no impact on transportation hazards.

e) No Impact. The Project site is not located directly along a designated Disaster Route, as mapped by the City of Los Angeles General Plan Safety Element (1995). Santa Monica Boulevard, which is located approximately 200 feet north of the site, is designated a Disaster Route. Since the Project site may be accessed from the south, Santa Monica Boulevard could be avoided in the event of an emergency during Project construction. Access to all surrounding properties would be maintained at all times.

The closest hospitals are the Hollywood Community Hospital Medical Center near the southeast corner of Vine Street and Sunset Boulevard on De Longpre, about 0.7 miles to the northeast of the Project site, and the Kaiser Permanente complex centered on Sunset Boulevard and Vermont Avenue, approximately 2.5 miles to the east. Because Cole Avenue is a two-lane street, it is unlikely that ambulances would use this route to access the hospitals. Similarly, there are no fire stations or police stations in the immediate vicinity of the Project site. Therefore, no construction-related impacts to emergency access would occur.

No disturbance to the normal flow of traffic in the vicinity of the site is anticipated to occur as a result of Project operation. Therefore, there would be no Project construction and operation impacts to emergency access.

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f) No Impact. The proposed Project would implement improvements to promote the safety of pedestrian traffic and transit-users who are visiting LADWP’s new facility and surrounding businesses. Street widening that would have conformed to the City’s Secondary Highway standards would be waived, as discussed in **Section 2.3.10, Land Use**, and a waiver would preserve the curb alignment and public improvements that already exist along the entirety of Cole Avenue. Accordingly, since the proposed Project would not conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities, no Project impacts would occur.

2.3.17 Utilities and Service Systems

Issues and Supporting Information Sources	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project’s projected demand in addition to the provider’s existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project’s solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion:

a), b), d) and e) No Impact. Operation of the Project would require water and sewer service connections. Requirements for water and wastewater capacity would be generated by the seven employees working at the new facility, by service center customers, and by periodic use of the community center. Given the limited nature of the use of water and wastewater facilities planned on site, and that the City has adequate water supplies to serve the facility, no new or expanded city water treatment or wastewater treatment facilities would be required. Additionally, the new facility would be designed with equipment that would reduce water consumption by 30 percent -

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a beneficial effect. Therefore, no adverse impact to water treatment or wastewater treatment facilities would occur.

c) No Impact. Improvements to adjacent Cole Avenue and gutters are also proposed as part of the Project. However, such changes would not require or result in the expansion of existing stormwater drainage facilities. Additionally, as discussed in Section 2.39, Hydrology, as part of the Project's SUSMP, catch basins would be fitted with filter inserts to remove pollutants from the runoff before it enters the City stormdrain system. Subdrains would be installed below the permeable pavers and pass through planters to direct the treated stormwater off the site and into the City stormdrain system. Additionally, BMPs would be designed and implemented to treat the volume of runoff produced from a 0.75-inch storm event prior to its discharge to the City's stormwater system. Currently, the peak stormwater runoff discharge rate is 1.29 cfs, and that rate would be reduced to 1.26 cfs with implementation of the Project, a beneficial effect. Accordingly, there would be no impact to stormwater drainage facilities.

f) and g) No Impact. Solid waste resulting from Project construction would be hauled to a city-certified recycling facility, per Section 191.03 of the City of Los Angeles Municipal Code. The new construction and demolition (C&D) debris recycling ordinance requires that all mixed C&D waste generated within Los Angeles city limits be taken to city-certified C&D waste processors (City of Los Angeles, 2010a). Solid waste generated by the Project that cannot be recycled would be transported to a landfill that accepts inert materials. The disposal would comply with federal, state, and local statutes and regulations related to solid waste. Therefore, no adverse impacts to solid waste would result.

2.3.18 Mandatory Findings of Significance

Issues and Supporting Information Sources	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Does the project have impacts that are individually limited, but cumulatively considerable (“cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, effects of other current projects, and the effects of probable future projects.)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion:

a) No Impact. As discussed in Section 2.3.4, Biological Resources, the Project would not adversely impact biological resources. Additionally, as discussed in Section 2.3.5, Cultural Resources, structures on site proposed to be demolished were found to be ineligible for listing in the CRHR and, therefore, are not considered important examples of major periods of California history or prehistory. Accordingly, the Project would have no impacts on biological or cultural resources.

b) Less Than Significant Impact. There are no known projects in the immediate area of the Project site that would have overlapping construction schedules. If the timing of proposed Project construction coincided with the construction of nearby developments cumulative impacts could occur locally with respect to air pollutants and noise. However, with the implementation of required noise mitigation as well as dust control measures, cumulative impacts would be less than significant.

c) Less Than Significant Impact. Project construction impacts on human beings, chiefly noise, would be temporary, localized and less than significant. With the incorporation of Project design features (see Section 2.3.9), operation of the Project would have beneficial effects on water quality/stormwater flows. There would be no substantial direct or indirect adverse impacts on human beings. Therefore, the overall impact would be less than significant.

Section 3

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3.2 ACRONYMS AND ABBREVIATIONS

AB	Assembly Bill
AQMP	Air Quality Management Plan
BMPs	Best management practices
BU	beneficial uses
C&D	Construction and Demolition
CalEPA or CEPA	California Environmental Protection Agency
Caltrans	California Department of Transportation
CARB	California Air Resources Board
CCR	California Code of Regulations
CDFG	California Department of Fish and Game
CEQA	California Environmental Quality Act
cfs	cubic feet per second
cu ft	cubic feet
cu yd	cubic yard
DOC	California Department of Conservation
EDR	Environmental Data Resources, Inc.
EIR	Environmental Impact Report
Farmland	Prime Farmland, Unique Farmland, or Farmland of Statewide Importance
FEMA	Federal Emergency Management Agency
FMMP	Farmland Mapping and Monitoring Program
GHG	Greenhouse gas
HCP	Habitat Conservation Plan
IS	Initial Study
kW	kilowatts
LADOT	(City of) Los Angeles Department of Transportation
LADWP	(City of) Los Angeles Department of Water and Power
LEED	Leadership in Energy and Environmental Design
MND	Mitigated Negative Declaration
NCCP	Natural Communities Conservation Plan
NPDES	National Pollution Discharge Elimination System

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PM2.5	particulate matter 2.5 microns or less in diameter
PM10	particulate matter 10 microns or less in diameter
SCAB	South Coast Air Basin
SCAQMD	South Coast Air Quality Management District
SUSMP	Standard Urban Stormwater Mitigation Plan
UBC	Uniform Building Code
USEPA	U.S. Environmental Protection Agency
USGBC	U.S. Green Building Council
ZIMAS	Zone Information and Map Access System

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