

1. Executive Summary

1.1 INTRODUCTION

This environmental impact report (EIR) addresses the potential environmental effects associated with the proposed Consolidated Correctional Treatment Facility (CCTF or Proposed Project). The CCTF is proposed to replace the existing Men's Central Jail (MCJ), on the same site in downtown Los Angeles, with a modern treatment-centric detention facility and associated support facilities for male and female inmates. The Proposed Project would provide improved care for inmate-patients, including enhanced medical, substance-use-disorder, and mental-health treatment as well as a therapeutic environment, all intended to reduce recidivism.

The CCTF would be designed to meet correctional facility standards to ensure safety for employees, inmates, and visitors. The Proposed Project would not exceed 3,885 beds and would not increase the total number of County jail beds because the existing MCJ would be demolished as part of the Proposed Project. In addition to development of the MCJ site, the Proposed Project may include the construction of off-site parking facilities at one of two locations: the Spring Street Parking Structure (SSPS) Site (Option 1) or the Vignes Lot (Option 2).

The CCTF would be a centralized correctional treatment project for the County's entire detention system. It would be designed and operated as an integrated treatment facility in which the County's Health Agency and the Sheriff's Department (LASD) seamlessly provide security and medical/mental health care and implement the best of emerging practices for screening, treatment, and housing inmates with dignity and safety. Inmates at the proposed treatment-centric CCTF are referred to throughout this EIR as "inmate-patients."

This EIR has been prepared pursuant to the California Environmental Quality Act (CEQA) and State CEQA Guidelines. The County has primary responsibility for the approval, construction, and operation of the CCTF and is the lead agency. The next step following preparation of the draft EIR will be a noticed 60-day opportunity for written comments. The County will provide written responses to public and agency comments in a final EIR to be considered by the County Board of Supervisors in conjunction with its future review of recommendations on the Proposed Project.

The EIR reviewed the 17 environmental topic areas reflected in the State CEQA Guidelines and recommends 20 Mitigation Measures as well as 22 Project Design Features and 30 Regulatory Requirements to be implemented if the Proposed Project is approved. The EIR concludes that, with the implementation of the measures described, the Project would not result in any significant environmental impacts in the Option 1 (SSPS Site) off-site- parking scenario. The EIR further concludes that there could be one significant, unavoidable traffic impact at one intersection in the Option 2 (Vignes Lot) off-site- parking scenario unless the proposed mitigation measure (MM TRAN-6) is approved by the City of Los Angeles. If this traffic

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measure is approved, with implementation of the recommended mitigation measures, there would be no significant impacts of the Proposed Project under either off-site parking scenario.

The EIR examines a reasonable range of alternatives to the Proposed Project, including the no-project alternative, and their comparative merits and ability to accomplish Project objectives.

This Executive Summary includes a table showing each environmental topic area evaluated and all applicable project design features, regulatory requirements, and mitigation measures that are recommended.

1.2 PROJECT LOCATION

The CCTF, the Proposed Project, would replace the MCJ at the same location, a 17.7-acre site owned by the County and bordered by Bauchet Street to the east, North Vignes Street to the south, and train tracks to the west and north in the City of Los Angeles (Project Site). Street addresses for the Project Site include 429, 433, 441, 506, 510, and 550 East Bauchet Street, and 1000 and 1020 North Vignes Street.

Across Bauchet Street to the south of the Project Site is the County-owned Twin Towers Correctional Facility (TTCF), consisting of two jail towers, an Inmate Reception Center (IRC), and the Correctional Treatment Center (CTC).

1.2.1 Off-Site Parking: Spring Street Parking Structure Site (Option 1)

This EIR analyzes the potential construction of the SSPS (up to 1,500 spaces), located at 725, 739, and 747 North Spring Street. The SSPS Site is an existing County-owned surface parking lot on 1.66 acres that occupies the central portion of the block bounded by Spring Street on the east, New High Street on the west, Ord Street on the south, and Alpine Street on the north. It is approximately 0.6 mile west of the Project Site. If Option 1 is implemented, no parking structure would be constructed on the Vignes Lot as described in Option 2 below.

1.2.2 Off-Site Parking: Vignes Lot (Option 2)

This EIR also analyzes the potential construction of an off-site parking structure (up to 3,000 spaces) at the Vignes Lot—approximately 4 acres of vacant land 200 feet northwest of Project Site, at 1060 North Vignes Street in the City of Los Angeles—for parking and/or other noncustodial, project-related uses during project construction and operation. This option would include the design and construction of a multi-story parking structure for staff and visitors associated with the CCTF or TTCF. Under this option, a connection between the proposed Vignes Lot parking structure and the CCTF would also be provided. If Option 2 is implemented, no parking structure would be constructed at the SSPS Site as described in Option 1 above.

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1.3 PROJECT SUMMARY

Treatment-Centric Model

The County proposes to reuse the existing MCJ site to develop and operate a new CCTF with no more than 3,885 inmate-patient beds and up to 2.4 million square feet of building space. The CCTF would be developed with multiple mid- and high-rise buildings not to exceed 400 feet in height. The existing MCJ is antiquated and functionally obsolete. The CCTF would consist of a new correctional treatment facility that provides integrated LASD and County Health Agency staff support functions and incorporates emerging practices to provide mental-health, substance-use-disorder, and medical treatment and educational programs for male and female inmate-patients. The Proposed Project would include treatment-centric features in the design of housing by providing program space and treatment housing units all on a single level, and programs and treatment rooms in housing units. Housing units would have 40 beds instead of 64 beds. Advantages to a treatment-centric CCTF include: housing units designed to function as therapeutic communities, a broader range of on-site treatments, improved medical and mental health assessments at intake, more direct and personalized contact between inmate-patients and staff, reduced inmate-patient movement and improved access to treatment, reduced staff movement, improved suicide prevention, improved disabled access, improved lines of sight and security, improved flexibility for managing fluctuating inmate-patient population, improved access to re-entry services, and reduced recidivism.

Direct Supervision Model

Instead of the traditional monitoring of inmates from an enclosed staff station, the CCTF would mandate a direct supervision model for housing and programming areas. The staff would share a workspace inside of the housing units to provide increased supervision and interaction between inmate-patients and staff as a therapeutic community. The exception would be High Security Housing (HSH) and High Observation Housing (HOH), where supervision would follow the traditional model.

Treatment Programs and Services

Substance Use Disorder (SUD) Treatment Program. Upon intake, inmate-patients would be evaluated at the IRC and, if required, initially treated in medical detoxification housing. The Substance Use Disorder (SUD) treatment program would then provide longer-term treatment to inmate-patients in their housing units. Many mentally ill inmate-patients have co-occurring substance use disorder issues. The County Department of Public Health, Substance Abuse Prevention and Control (DPH-SAPC), would oversee the intensive SUD treatment programs.

Mental Health Services. The CCTF Mental Health Treatment Program (MHTP) would incorporate emerging practices in jail mental health care, including optimal facility and program design, curricula, and staffing in a safe and secure correctional environment. MHTP would use a multidisciplinary team approach to create a therapeutic environment that maximizes mental health programming, with a focus on group interventions; integration of mental health, substance use disorder, and medical care; release planning; and inclusion of community providers. The goals of the MHTP would be to provide a therapeutic environment and individualized services in the clinically least-restrictive level of care to stabilize the inmate-patients’

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mental illness, engage them in treatment, teach skills and behaviors that optimize functioning in jail and upon return to the community, promote release readiness and community reintegration, and reduce recidivism.

Education Based Incarceration (EBI). The Education Based Incarceration (EBI) program would help inmate-patients realize their potential by creating a custody setting that offers educational opportunities and life-skills programs.

On-Site Specialty Medical Services. Various services would provide for the needs of the CCTF population—recognizing many mentally ill inmate-patients require high levels of medical care, including medication and/or laboratory services. Specialty services would include Urgent Care and Specialty Care Clinics, including dialysis, HIV clinic, dental, vision, laboratory, and orthopedics. These services would be located together and easily reachable within the primary security perimeter. Additional services for routine medical treatment would be provided on the housing floors.

Therapeutic Environmental Features

The CCTF would feature ample natural light, reduced noise interference, and increased privacy where practical. The therapeutic environmental features would also contribute to the quality of the work environment for staff. Recreational space would be provided.

Broadened Visitation Programs

As further discussed below, the CCTF would provide opportunities for contact visits, expanded noncontact visiting, video visiting, and professional visiting. MCJ does not provide contact visits.

1.3.1 Project Facilities and Operations

The Project Site is currently developed with one 1960s- and one 1970s-era jail with a combined building. The average inmate daily population at MCJ between 2006 and 2014 was 4,782; in 2015 the average inmate daily population was 4,220; and the average inmate daily population for 2016 was 4,213.

Compared to the 1960s and 1970s when MCJ was built, current California standards for the design and operation of jails require more square feet per inmate in cells, dormitories, dayrooms, and recreation yards; more program and recreation time; and more windows and natural daylighting. Additionally, the greater size and cost of the proposed CCTF compared to the traditional jails reflect new, improved, evidence-based jail facility standards and expanded mental-health and substance-use-disorder treatment, medical treatment, and program spaces.

Inmate Reception Center (IRC)

The new IRC would replace and update the existing intake, assessment, and release site for male inmates at TTCF, and the intake, assessment, and release facility for female inmates currently at Century Regional Detention Facility (CRDF). During the intake process, inmates would be assessed for medical and mental health needs and classified prior to assignment to housing, using an “open booking” system where all services would be co-located for efficiency.

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The new IRC would also enhance the release process by creating adequate space for post-release services and programs administered by the Community Re-entry and Resource Center (CRRC). Re-entry services would be administered by LASD and other County entities in coordination with community-based organizations with a goal of reducing recidivism.

Housing Unit Types

Different treatment bed types in housing units are proposed at CCTF and provide a continuum of care levels. The total proposed CCTF bed count of 3,885 beds is distributed as follows: CTC Mental Health: 240 beds; CTC Medical: 120 beds; HOH: 840 beds; Moderate Observation Housing (MOH): 1,800 beds; Medical Outpatient Specialty Housing (MOSH): 480 beds; Medical Detoxification: 200 beds; and HSH: 205 beds.

The CCTF housing unit types are summarized below.

Correctional Treatment Center (CTC Mental Health and CTC Medical). The CTC would relocate from TTCF to CCTF. The new CTC would expand the available licensed in-patient beds and treatment space for medical and acute-mental-health treatment programs. The medical portion of the CTC is intended to house inmate-patients who do not require general acute-care level of medical services but are in need of professionally supervised health care that cannot be provided on an outpatient basis. The proposed CTC mental health units would provide licensed inpatient care for the most acutely mentally ill patients in the jail system. The increased number of CTC beds and treatment spaces would allow more inmate-patients to be treated, and the treatment provided would be more efficient compared to the current CTC. As inmate-patients progress in their treatment regimens, they can seamlessly transfer to housing units and programs appropriate for their improved condition. Conversely, should an inmate-patient's condition deteriorate, the inmate-patient can swiftly be transferred to a unit providing a higher level of care. Once stable, these inmate-patients would go back to medical or mental health beds or to the general population.

High Observation Housing. (HOH) – The HOH would provide mental health care for inmate-patients who require intensive observation and treatment interventions, including risk precautions, but do not require the inpatient setting of the CTC. There would be four types of HOH: pods with single- and double-occupancy rooms and 4-bed and 8-bed dormitories. Single-occupancy rooms would be used for inmate-patients with higher security classifications as well as inmate-patients whose mental illness status precludes safe placement with a roommate. HOH units would be composed of two side-by-side housing pods with 40 beds each. Each pair of housing pods would share treatment and support space, but the overall social density and size of treatment groups would be kept smaller than for lower acuity housing.

Moderate Observation Housing. (MOH) - The MOH would serve inmate-patients with a broad range of mental health diagnoses who do not require the more intensive services of HOH. There would be five types of MOH: pods with single- and double-occupancy rooms and 8-bed, 20-bed, and 40-bed dormitories. Single-occupancy inmate-patient rooms would be used for those with higher security classifications; inmate-patients without those precautions would be assigned to pods with a greater number of beds per room based on their level of acuity.

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Medical Outpatient Specialty Housing. (MOSH) – The MOSH would provide housing for inmate-patients with a variety of medical or mobility issues that prevent them from being housed with general population inmate-patients. These inmate-patients do not require intensive medical care but have some chronic disease condition or are transitioning from a community or CTC level of care back into the general population. Inmate-patients in MOSH require some level of nursing assistance, but do not require inpatient medical care. There would be two types of MOSH housing pods: single-bed rooms and dormitories.

Medical Detoxification. Temporary housing is provided for inmate-patients who are being medically managed for the acute physical symptoms of withdrawal associated with cessation of alcohol or drug use. The typical time frame for housing in the detoxification unit is 24 hours to five days. Detoxification housing would have single-bed rooms and dormitory housing units.

High Security Housing. (HSH) – CCTF would include HSH for inmates requiring special handling or security. This population by definition requires the highest level of security and control. Many of these inmates pose a serious danger to others, including staff or other inmates. Some must be kept away from others for their own personal safety and protection. These inmates are the highest level classification of custody and security, and would be located in CCTF to minimize high-security inmate movement to and from intake and release, medical services, and court transportation.

HSH would be provided in single cells, with the exception of five double cells, each of which would be allocated to five separate pods. HSH would be organized into pods of 20 cells, or 20 to 21 beds. Four pods would be grouped to make a unit with support, security, management, and access to other facilities.

CCTF Support Facilities

The CCTF would include the following support facilities improvements:

- **Administrative Center.** CCTF campus executives and administrative offices for County Health Agency and LASD staff.
- **Arraignment Court.** This includes replacement of the Central Arraignment Court for criminal matters, including hearings for parole violations and Post-release Community Supervision violations.
- **Support Services.** These include staff services, food services, maintenance shops, and warehouses. These services require access to all housing areas and access for service and delivery vehicles.
- **Parking Structures.** This includes on-site parking and two off-site parking options. The existing 4-story and 10-story parking structures would be retained under either option. Parking Option 1 and Option 2 are described in greater detail in Section 1.3.4.
 - Under Option 1, a parking structure providing up to 1,500 spaces would be constructed at the SSPS Site; this parking structure would be used by CCTF and TTCF staff and visitors during construction of the CCTF. Upon completion of the CCTF, the SSPS would be available for other County uses. A

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new 3,000-space parking structure would be constructed on the Project Site for long-term use by CCTF and TTCF staff and visitors.

- Under Option 2, a new 3,000-space parking structure would be constructed on the Vignes Lot for long-term use by CCTF and TTCF staff and visitors, and other County uses.
- **On-Site Circulation.** Including court-line and bus queuing area, emergency access, loop road, and vehicle driveway on North Vignes Street between Bauchet Street and the North Vignes Street grade separation. The Project includes closure of a portion of Bauchet Street to restrict access to public traffic beyond entry to future visitor parking.
- **Central Utility Plant. (CUP)** – The existing central heating plant would be replaced with a central utility plant (CUP) to serve both CCTF and TTCF.
- **Secure Pedestrian Connection to TTCF.** The existing secure pedestrian bridge connecting MCJ and TTCF across Bauchet Street would be replaced with either a new bridge or a tunnel under Bauchet Street to connect CCTF and TTCF for continued secure movement of inmates for intake and release, and transportation to court or other correctional facilities, housing, and medical treatment.
- **Pedestrian Improvements.** Under Option 2, pedestrian improvements would be completed to connect the new off-site parking structure on the Vignes Lot to the CCTF. These improvements could include a bridge over the existing railroad tracks, a tunnel under the existing railroad tracks, and/or pedestrian improvements along North Vignes Street.
- **Other Facilities.** Other facilities at the CCTF would include security elements/lighting, communications elements, and helistops for all buildings exceeding 75 feet in conformance with the County Fire Code.

1.3.2 Inmate Visitation

The CCTF would provide inmate-patients and visitors with four types of visitation: 1) contact visits, 2) noncontact visits, 3) video visits, and 4) professional visits. Contact visits provide opportunities for inmates and visitors to interact face to face, allowing physical contact. In noncontact visitation, the inmate and the visitor are separated by a glass barrier, and no physical contact is allowed. Video visits are long-distance visitations through a video conferencing program, allowing the inmate and the visitor to hear and see each other via a computer and screen. Professional visits would include meetings with the inmate-patient's lawyers, mental health professional, and/or court-assigned representatives.

The MCJ currently does not offer contact visitation. Inmates are moved from their housing units to a visiting center where noncontact visits are conducted. The CCTF would provide infrastructure to accommodate noncontact and professional visitation on each housing floor, that is, to bring screened visitors to the inmate-patients rather than the other way around. This arrangement would be more staff efficient and would eliminate the need for inmate-patients to leave their housing areas.

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Video visitation would also be conducted within the housing unit or the noncontact visiting area on each housing floor. The County currently has publicly available video visiting stations inside various County facilities, and the CCTF would include such video visiting stations on-site. Contact visitation would be provided for inmate-patients who meet LASD-approved criteria. Individual enclosed visiting rooms, observed by staff, would allow an inmate-patient to visit family members or an attorney in a private setting.

1.3.3 CCTF Staffing

The existing MCJ is currently operated in three 8-hour shifts: AM (6 AM to 2 PM), PM (2 PM to 10 PM), and Early Morning (10 PM to 6 AM). The CCTF would also operate in these three shifts. The CCTF, TTCF, and IRC would be staffed 24 hours a day, 7 days a week. The majority of staff require relief prior to ending their shift, because arriving staff must dress, be briefed by the previous shift's staff, and assume control of the post, creating an overlap between shifts.

The Proposed Project would relocate the existing CTC and IRC from TTCF to the new CCTF across the street. Although TTCF is not a part of the Proposed Project, implementation of CCTF would result in a reduction of staff at TTCF. At completion, the Proposed Project would be served by 730 Early Morning shift staff, 2,236 AM shift staff, and 1,181 PM shift staff, increasing the respective staff per shift by 79, 212, and 147. Total proposed staffing of 4,147 exceeds the current MCJ staffing of 3,709 by 438 staff. However, due to the relocation of the mental health treatment beds from TTCF to CCTF, existing staffing at the TTCF would be reduced by 388 staff. Overall staffing at CCTF and TTCF would increase from 5,729 to 5,779, an increase of 50 staff.

1.3.4 Parking

The Proposed Project includes two options for construction and operations parking requirements. The existing 4-story and 10-story parking structures serving MCJ and TTCF would remain under either off-site parking option. During the demolition of MCJ and construction of the CCTF, either the SSPS Site (Option 1) or the Vignes Lot (Option 2) would be used. This construction-phase parking would provide approximately 1,500 parking spaces. Upon completion of the CCTF, the proposed operations-phase parking for the CCTF would include up to 3,000 new parking spaces on-site under Option 1 or up to 3,000 new spaces off-site on the Vignes Lot under Option 2.

Off-Site-Parking: Spring Street Parking Structure (Option 1)

Under Option 1, the Proposed Project includes the design and construction of an expanded multi-story off-site parking structure on a current single-level parking lot approximately 0.6 mile west of the Project Site. This proposed parking structure would be located at the 1.66-acre, County-owned SSPS Site and would be used for general, current, and long-term County and public parking needs, including interim parking uses during construction of area projects. During construction, shuttles would be used to link this parking supply with the portions of MCJ that would remain in operation during phased construction; they would also be used by employees and visitors to TTCF. The existing surface parking lot provides 255 spaces and is accessed via one driveway on North Spring Street. It is anticipated that the SSPS would have four or five above-grade levels and one below-grade level, and would provide 1,200 to 1,500 spaces. Vehicular access to the SSPS

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would be provided on both North Spring Street and New High Street. Upon completion of CCTF, a new parking structure with up to 3,000 spaces would be constructed on the Project Site, and the SSPS would be used for general County and public parking needs. Under Option 1, project implementation would not include a parking structure at the Vignes Lot.

Off-Site Parking: Vignes Lot (Option 2)

Under Option 2, the Proposed Project includes the design and construction of an off-site parking structure with seven or eight above-grade levels on the Vignes Lot, approximately 200 feet northwest of the Project Site. No shuttles would be needed to link this parking site to the facilities. During demolition and construction, the Vignes Lot would provide up to 1,500 parking spaces, and it would provide up to 3,000 spaces at ultimate buildout of the CCTF. The Vignes Lot parking structure would accommodate parking demands for staff and visitors of both the CCTF and TTCF. It is anticipated that vehicular access to the Vignes Lot would be provided on North Vignes Street, on North Alhambra Avenue, and on East College Street. A pedestrian connection between the Vignes Lot and the CCTF would be constructed, consisting of: 1) pedestrian improvements on North Vignes Street; 2) a bridge over the railroad tracks connecting the Vignes Lot to the Project Site; and/or 3) a tunnel under the railroad tracks connecting the Vignes Lot to the Project Site. Utility connections (e.g., conduit) between the CCTF and the Vignes Lot would also be installed. If Option 2 is implemented, there would be no parking structure built at the SSPS Site.

1.4 SUMMARY OF PROJECT ALTERNATIVES

The EIR discusses a range of alternatives to the Proposed Project. A total of eight alternatives were considered, including four alternatives that were selected for further analysis and four alternatives that were considered and rejected during the scoping and project planning process. The analysis identified the following two alternatives as “environmentally superior” to the Proposed Project; however, the Proposed Project would not result in any significant impacts with the implementation of identified and recommended mitigation measures.

- No Project/Continued Use of Existing MCJ Facility
- Reduced Capacity CCTF

1.4.1 Alternatives Selected for Further Analysis

- 1) No Project/Continued Use of Existing MCJ Facility
- 2) Reduced Capacity CCTF
- 3) Increased Capacity CCTF
- 4) Alternative Site Location (Pitchess Detention Center)

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1.4.1.1 NO PROJECT/CONTINUED USE OF EXISTING MCJ FACILITY

This alternative, which is required by CEQA, evaluates what is reasonably foreseeable if the Project is not approved and the MCJ continues in use. Under this alternative, the County would continue to make minor fixes and modification to the aging MCJ and its support facilities, including repairing outdated utility and service systems over time. The MCJ contains obsolete facilities and design elements that do not meet current correctional standards. With continued use of the MCJ, the requirements of the California Board of State and Community Corrections (BSCC), Americans With Disabilities Act (ADA), and other applicable correctional standards would be difficult to achieve. An independent review report prepared by Vanir in 2013 (Jail Plan Report, Appendix C of this EIR) reported many ADA accessibility issues with MCJ, and many jail exercise areas do not fulfill the minimum square footage to provide the proper amount of exercise time per inmate each day. The configuration of MCJ is a linear design that inhibits adequate sight lines between staff and inmates, creating increased instances of at-risk inmate suicides and potentially preventable jail-related liability claims. The existing parking at MCJ and TTCF is inadequate, and continued operation would require additional operational costs for leasing of parking spaces and/or shuttle operations. This alternative would not meet the County's objectives to provide a modern facility with integrated health care programs for inmates' needs for mental-health, medical, and substance-use-disorder treatment.

1.4.1.2 REDUCED CAPACITY CCTF

Under this alternative, the new CCTF would consist of approximately 1.75 million square feet of building area and 3,200 beds, representing an approximately 18 percent reduction in development intensity compared to the Proposed Project with 3,885 beds. This alternative would also result in reduced staffing numbers. Assuming the proposed staff-to-bed ratio of approximately 0.58 (2,245 staff to 3,885 beds, excluding CTC and IRC), a 3,200-bed CCTF would result in 1,850 staffing. Under this alternative, construction of an off-site parking structure would still be required, but the required capacity would be less than the Proposed Project. Reduction of the CCTF will require the County to provide other treatment or housing options to accommodate the remaining projected 685 inmate-patients needing care. The existing County-wide jail facilities are currently operating over capacity and do not have the adequate mental-health and medical treatment beds to permanently house the projected 685 inmate-patients. Therefore, additional treatment and/or housing options would be required, resulting in service delays and inefficiency. This alternative was considered by the Board on September 1, 2015, but was not accepted for evaluation as the Proposed Project because it will not provide sufficient beds to meet the population of inmate-patients in the system, even with increased diversion from incarceration.

1.4.1.3 INCREASED CAPACITY CCTF

The Increased Capacity CCTF Alternative proposes development of a 4,860-bed CCTF on the Project Site after phased demolition of the existing MCJ facility (compared to the Proposed Project with 3,885 beds). This alternative is consistent with Option 1B proposed by the 2014 Vanir Report. This alternative would increase the building area by approximately 300,000 square feet from the proposed 2.4 million square feet to 2.7 million square feet. Assuming the proposed staff-to-bed ratio of approximately 0.58 (2,245 staff to 3,885 beds, excluding CTC and IRC), a 4,860-bed CCTF would result in 2,819 staffing.

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Like the Proposed Project, this alternative would also include construction of a multi-story off-site parking structure under two different options, either on the SSPS Site or Vignes Lot. This alternative is not consistent with Board of Supervisors' September 1, 2015, directives on diversion from incarceration and the related reduction in the maximum number of beds—from 4,860 to 3,885—to be evaluated for the Proposed Project. All other aspects of this alternative would be similar to the Proposed Project.

1.4.1.4 ALTERNATIVE SITE LOCATION (PITCHESS DETENTION CENTER)

Under this alternative, the proposed CCTF would be developed on County property currently used for detention facilities at Pitchess Detention Center (PDC) at 29320 The Old Road in the unincorporated community of Castaic, approximately 41 driving miles from MCJ. PDC encompasses 2,620 acres and is divided into four facilities with a mix of custody levels: PDC (East) with 926 beds; PDC (North) with 768 beds; PDC (South) with 846 beds; and PDC (North County Correctional Facility) with 2,208 beds. Three of the four PDC facilities are currently operating over BSCC-rated capacity.

While this alternative site has adequate land available to accommodate a 3,885-bed CCTF totaling 2.4 million square feet, it is functionally and operationally impractical to locate a CCTF at this alternative site due to its distance from downtown Los Angeles courts, TTCF, Los Angeles County/University of Southern California (LAC+USC) Medical Center, and other County and community support services. The PDC alternative site location would prevent co-locating IRC and CTC functions in the new CCTF with the TTCF, which is one of the objectives of the Proposed Project. This alternative site has easements owned by oil and utility companies that would require coordination and resolution before any further development could proceed at the site. This alternative could avoid or substantially lessen the lone potentially significant effect of the Proposed Project, but would create new or more impacts in other areas, and the Proposed Project's impacts would be less than significant when all mitigation measures recommended are implemented. Development of the SSPS Site or Vignes Lot for off-site parking would not be necessary.

1.4.2 Alternatives Considered and Rejected During the Scoping/Project Planning Process

- 1) Alternative Sites Outside the Current County-wide Jail Sites
- 2) Community Correctional Facility (Private Jail) Contracting
- 3) Modernize the Existing Facility
- 4) No Project/Close MCJ /Transfer to Other County Facilities

1.4.2.1 ALTERNATIVE SITES OUTSIDE THE CURRENT COUNTY-WIDE JAIL SITES

Under this alternative, the CCTF with 3,885 inmate-patient bed capacity and 2.4 million square feet building area would be developed and operated at a site other than the current County-wide jail sites. One of the main objectives of the Proposed Project is to maximize the financial and facility resources available to the County. Alternative sites outside the current County-wide jail system could require additional property rights

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acquisition, entitlement, infrastructure upgrading, and other siting costs. It is also the County's primary objective to maintain proximity to downtown Los Angeles courts, TTCF, LAC+USC Medical Center, and other county and community support services. Locating the CCTF away from downtown could potentially increase travel time and delay critical treatment for inmate-patients, since some hospitals outside downtown are not equipped to treat the number of inmates with additional medical needs from the proposed CCTF. Proximity to these County support services would minimize inmate-patient movement and encourage better treatment coordination to provide the best care possible. The Project Site affords ease of access from different modes of transportation (Metro bus, light rail, Metrolink, and Amtrak) for the inmate-patients' families and friends to form support networks. Locating a jail on a site that is not currently a part of the County-wide jail sites would create unnecessary land use conflicts and extra costs that could be avoided by locating within the existing jail sites. Therefore, this alternative was rejected for further evaluation.

1.4.2.2 COMMUNITY CORRECTIONAL FACILITY (PRIVATE JAIL) CONTRACTING

A private jail or for-profit community correctional facility is a place in which individuals are physically confined or incarcerated by a third party under contract to a government agency. Private and/or public jail companies typically enter into contractual agreements with governments that commit inmates and pay a per diem or monthly rate for each inmate or prisoner in the facility. Under this alternative, some or all of the future inmates at MCJ would be diverted to community correctional facilities.

The Public Safety Realignment Act of 2011 (AB 109) authorized counties to contract and transfer low-level offenders to public community correctional facilities; however, counties are not permitted to contract with a private community correctional facility. There are 16 community correctional facilities in California that have bed capacity for over 100 inmates, and only 5 of them are operated publicly. These 5 public facilities are in the cities of Coalinga, Delano, Susanville, Shafter, and Taft, and the number of beds ranges from 410 to 560 beds. Therefore, housing 3,885 inmate-patients in these public community correctional facilities would not be feasible without expansion or new construction. Because the County is not permitted under AB 109 to contract with private contractors, and public contractors do not have adequate mental and medical care capacity, this alternative was rejected for further evaluation.

1.4.2.3 MODERNIZE THE EXISTING FACILITY

This alternative would retrofit the existing MCJ facility by making both interior and exterior improvements to bring the facility into compliance with BSCC standards and other building and utility services standards. However, the 2013 Jail Plan Report and a study prepared by GKK in 2007 found that the MCJ facilities are antiquated and functionally obsolete; therefore, an extensive renovation of the MCJ is not practical. The GKK study was based on modernizing the existing facility as a jail that would not provide the proposed treatment and program spaces. Also, the existing linear design is not acceptable to house inmates.

Co-location of jail and mental-health and medical treatment program space would be restricted under this alternative. This alternative could not provide on-site integration of inmate-patient programming, treatment, and management through building design, which results in best practice standards of care for inmate-patients with mental health, medical, substance use, and co-occurring disorder needs. Therefore, this alternative was considered but rejected during the scoping process.

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1.4.2.4 NO PROJECT/CLOSE MCJ /TRANSFER TO OTHER COUNTY FACILITIES

This no-project alternative involves closing the MCJ and transferring all inmates to other existing County facilities within the existing County-wide LASD custody system. Other LASD custody facilities that are currently open include TTCF adjacent to MCJ in downtown Los Angeles, CRDF in Lynwood, PDC (East), PDC (North), PDC (South), and the North County Correctional Facility (NCCF) in Castaic. The County-wide LASD Custody system currently provides 12,953 beds.

The LASD Custody facilities have been operating over capacity, and the conditions have worsened over the years. Only PDC (East) is not overcrowded and has 862 remaining bed capacity (as of 2016). If MCJ were to close, there is not enough capacity in the County system to accommodate the MCJ inmates. Additionally, opportunities for co-location of jail and mental and medical treatment program space would be limited under this alternative, and PDC (East) could not provide the facilities necessary to serve the inmate-patient population. This alternative was considered but rejected.

1.5 ISSUES TO BE RESOLVED

Section 15123(b)(3) of the CEQA Guidelines requires that an EIR contain issues to be resolved, including the choice among alternatives and whether or how to mitigate significant impacts. With regard to the Proposed Project, the major issues to be resolved include decisions by the lead agency as to:

1. Whether MM TRAN-6, which requires City of Los Angeles (Department of Transportation) approval, can be implemented to reduce the potentially significant cumulative traffic impact of Option 2 (Vignes Lot) off-site parking scenario.
2. Selection of Option 1 (SSPS Site) or Option 2 (Vignes Lot) as the preferred off-site parking scenario.
3. If Option 2 (Vignes Lot) is selected and MM TRAN-6 cannot be implemented, whether the benefits of the Proposed Project override the one potentially significant cumulative traffic impact remaining after imposition of all other mitigation measures.
4. Whether the identified mitigation measures should be adopted or modified.
5. If Option 2 (Vignes Lot) is selected and MM TRAN-6 cannot be implemented, whether there are any alternatives to the project that would substantially lessen the one potentially significant impact of the Proposed Project and achieve most of the basic project objectives.

1.6 AREAS OF CONTROVERSY

Section 15123(b)(2) of the CEQA Guidelines indicates that an EIR summary should identify areas of controversy known to the lead agency, including issues raised by other agencies and the public.

During the scoping process for the EIR, the County received comments that identified environmental issues to be addressed in the EIR. This EIR has taken into consideration the comments received from the various agencies in response to the Notice of Preparation (NOP) that was circulated on June 17, 2015, to July 17,

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2015. The Scoping Meeting was held on June 30, 2015. No public comments were received during the NOP period or during the Scoping Meeting. The County is aware—through its health services, diversion, and jail planning processes—that some members of the public have expressed concerns regarding construction of new detention facilities in the County and regarding incarceration in general versus social services and diversion programs, particularly to serve those with mental health issues and/or substance use disorders.

1.7 SUMMARY OF ENVIRONMENTAL IMPACTS, PROJECT DESIGN FEATURES, REGULATORY REQUIREMENTS, MITIGATION MEASURES, AND LEVELS OF SIGNIFICANCE AFTER MITIGATION

Table 1-1 summarizes the conclusions of the environmental analysis contained in this EIR as well as identified project design features (PDFs), regulatory requirements (RRs), and mitigation measures (MMs). A PDF is a specific design element or standard procedure that will be incorporated into the Proposed Project in accordance with County requirements to prevent the occurrence or reduce the significance of potential environmental effects. An RR is an applicable local, state, or federal regulation that will be implemented as part of the Proposed Project. Once PDFs and RRs are implemented, impacts are identified as potentially significant or less than significant. For all potentially significant impacts, MMs are identified. The level of significance after imposition of the MMs is also presented. For tracking purposes, PDFs and RRs are shown in this table and will be included in project contract documents and in the required Mitigation Monitoring and Reporting Program, as applicable.

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Table 1-1 Summary of Environmental Impacts, Project Design Features, Regulatory Requirements, Mitigation Measures, and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
5.1 AESTHETICS			
PDF AE-1	PDF AE-1 The County will prepare a Lighting Plan that depicts the locations of lighting fixtures, types of fixtures, mounting heights, and aiming directions to be installed on the Project Site. The Lighting Plan will ensure that lighting levels meet the security requirements for the Consolidated Correctional Treatment Facility (CCTF). The Lighting Plan will be provided to the County Director of Public Works (DPW) to confirm its findings prior to the commencement of any on-site or off-site demolition/construction activities. Upon approval of the Lighting Plan by DPW, the Project shall be implemented in compliance with the Lighting Plan.		
RR AE-1	The County shall coordinate with the City of Los Angeles and City of Los Angeles Department of Transportation regarding proposed off-site improvements within the City's public right-of-way as they relate to street improvement plans, and streetscape design for sidewalks and parkways.		
Impact 5.1-1: The Proposed Project would not have a substantial adverse effect on a scenic vista or alter scenic resources within a state scenic highway.	Less Than Significant	No mitigation measures are required.	N/A
Impact 5.1-2: The Proposed Project would alter but not degrade the visual appearance of the Project Site, SSPS Site, and Vignes Lot, and their surroundings.	Less Than Significant	No mitigation measures are required.	N/A
Impact 5.1-3: The Proposed Project would not result in significant shade/shadow impacts.	Less Than Significant	No mitigation measures are required.	N/A
Impact 5.1-4: The Proposed Project would not result in substantial light and glare impacts.	Less Than Significant	No mitigation measures are required.	N/A
5.2 AIR QUALITY			
RR AIR-1	New buildings are required to achieve the current California Building Energy and Efficiency Standards (Title 24, Part 6) and California Green Building Standards Code (CALGreen) (Title 24, Part 11). The 2016 Building and Energy Efficiency Standards are effective starting on January 1, 2017. The Building Energy and Efficiency Standards and CALGreen are updated tri-annually with a goal to achieve net zero energy (NZE) for residential buildings by 2020 and non-residential buildings by 2030. The County's green building standards which implement and exceed CALGreen are identified County Code, Title 31. The County has adopted the Voluntary Tier 1 standards for non-residential construction greater than or equal to 25,000 square feet (CALGreen Section 301.3.1, "Buildings greater than or equal to 25,000 square feet").		
RR AIR-2	New buildings are required to adhere to the California Green Building Standards Code (CALGreen) requirement to provide bicycle parking for new non-residential buildings, or meet local bicycle parking ordinances, whichever is stricter (CALGreen Sections 5.106.4.1, 14.106.4.1, and 5.106.4.1.2). The Proposed Project would be required to provide anchored bicycle racks within 200 feet of the visitors' entrance, readily visible to passers-by, for 5 percent of new visitor motorized vehicle parking spaces being added. For employees, long-term secured bicycle parking is required to be provided for 5 percent of the tenant-occupied (i.e., staff) motorized vehicle parking spaces being added. The Proposed Project is also required to designate		

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Table 1-1 Summary of Environmental Impacts, Project Design Features, Regulatory Requirements, Mitigation Measures, and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		parking for low-emitting, fuel-efficient, and carpool/vanpool spaces identified in CALGreen. As the County's Green Building Ordinance requires compliance with the Tier°1 voluntary measures in section A5.601.2.4, the Proposed Project will be required to provide low-emitting, fuel-efficient, and carpool/vanpool spaces for 10 percent of the total parking capacity.	
RR AIR-3		The Proposed Project will include an Employee Commute Reduction Plan (ECRP), commonly known as the Rideshare Plan, in accordance with Los Angeles County Code Chapter 5.9, Vehicle Trip Reduction. The ECRP will specify the measures to be implemented at the CCTF to achieve the target average vehicle ridership performance goal for employee vehicles subject to the Ordinance.	
RR AIR-4		Shuttle bus and vendor vehicle use will be conducted in compliance with 13 California Code of Regulations (CCR) Section 2485, which requires that non-essential idling for all diesel-fueled commercial motor vehicles must not exceed 5 consecutive minutes at any location.	
RR AIR-5		Construction activities will be conducted in compliance with 13 California Code of Regulations (CCR) Section 2499, which requires that nonessential idling of construction equipment is restricted to five minutes or less.	
RR AIR-6		<p>Construction activities will be conducted in compliance with any applicable South Coast Air Quality Management District (SCAQMD) rules and regulations, including but not limited to the following:</p> <ul style="list-style-type: none"> • Rule 403, Fugitive Dust, for controlling fugitive dust and avoiding nuisance. • Rule 402, Nuisance, which states that a Project shall not "discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property". • Rule 1113, which limits the volatile organic compound content of architectural coatings. • Rules 201, 203 and 219, which regulate permits for installation and use of equipment that may generate air contaminants, such of commercial kitchen equipment and emergency generators. 	
RR AIR-7		<p>Construction activities must comply with the standard County specifications for best management practices (BMPs) for construction activities. These BMPs may include, but are not limited to:</p> <ul style="list-style-type: none"> • Eroded sediments and other pollutants must be retained on site and may not be transported from the site via sheet flow, swales, area drains, natural drainage courses or wind. • Stockpiles of earth and other construction related materials must be protected from being transported from the site by the forces of wind or water. • Fuels, oils, solvents and other toxic materials must be stored in accordance with their listing and are not to contaminate the soil and surface waters. All approved storage containers are to be protected from the weather. Spills must be cleaned up immediately and disposed of in a proper manner. Spills may not be washed into the drainage system. • Excess or waste concrete may not be washed into the public way or any other drainage system. Provisions shall be made to retain concrete waste on sites until they can be disposed of as solid waste. • Trash and construction related solid wastes must be deposited into a covered receptacle to prevent contamination of rainwater and dispersal by wind. • Sediments and other materials may not be tracked from the site by vehicle traffic. The construction entrance roadways must be stabilized so as to inhibit sediments from 	

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Table 1-1 Summary of Environmental Impacts, Project Design Features, Regulatory Requirements, Mitigation Measures, and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
being deposited into the public way. Accidental depositions must be swept up immediately and may not be washed down by rain or other means. <ul style="list-style-type: none"> Any slopes with disturbed soils or denuded of vegetation must be stabilized so as to inhibit erosion by wind and water. 			
RR AIR-8		The County's Energy and Environmental Policy was adopted in 2016 requiring County buildings to achieve a minimum of U.S. Green Building Council's Leadership in Energy Efficiency and Design (LEED) "Gold" certification, exceeding the Executive Order B-18-12 for state buildings larger than 10,000 square feet to achieve the LEED "Silver" certification.	
Impact 5.2-1: The Proposed Project would conflict with the applicable Air Quality Management Plan because it could result in an increase in the frequency or severity of existing air quality violations; cause or contribute to new violations; or delay timely attainment of the ambient air quality standards.	Potentially Significant	See MM AIR-1 through MM AIR-6 below. Mitigation measures applied for Impact 5.2-2, Impact 5.2-3, and Impact 5.2-4 (i.e., MM AIR-1 through MM AIR-6) would reduce the Proposed Project's construction-related and operational-phase criteria air pollutant emissions to the extent feasible to minimize potential conflicts with the SCAQMD AQMP.	Less than Significant
Impact 5.2-2: Construction activities associated with the Proposed Project for both Options 1 and 2 would generate a substantial increase criteria air pollutant emissions that exceed the regional threshold criteria for VOC, and therefore would cumulatively contribute to the nonattainment designations of the SoCAB.	Potentially Significant	Options 1 and 2 MM AIR-1 The construction contractor for construction activities at the Project Site shall use interior paints and coatings with a volatile organic compound (VOC) content that meets the South Coast Air Quality Management District's "super compliant" standard of 10 grams per liter or less.	Less than Significant
Impact 5.2-3: Long-term operation of the Proposed Project under both Options 1 and 2 would generate a substantial increase in criteria air pollutant emissions that exceed the threshold criteria and would cumulatively contribute to the nonattainment designations of the South Coast Air Basin	Potentially Significant	Options 1 and 2 <i>Operation</i> MM AIR-2 The new Spring Street Parking Structure, or Vignes Lot parking structure, and the new parking structure at the Project Site shall be electrically wired to accommodate a Level 2 (240 volt) EV charging. A minimum of five percent of the total parking spaces shall be capable of supporting installation of EV supply equipment (EVSE), which is consistent with the Tier 2 requirements of CALGreen. The location of the EVSE shall be specified on building plans, and proper installation shall be verified by County Department of Public Works prior to issuance of a Certificate of Occupancy.	Less than Significant

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Table 1-1 Summary of Environmental Impacts, Project Design Features, Regulatory Requirements, Mitigation Measures, and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		<p>MM AIR-3 During long-term operation of the Proposed Project, the County of Los Angeles shall use coatings and solvents with a volatile organic compound (VOC) content lower than required under South Coast Air Quality Management District Rule 1113 (i.e., super compliant paints).</p> <p>MM AIR-4 Buses, vendor deliveries, and shuttle buses at the Project Site shall limit nonessential vehicle idling to no more than five (5) minutes at any one location. "No Idling" signs for loading area shall be posted at shuttle stops and loading bays.</p> <p><i>Construction and Operation Overlap</i></p> <p>See MM AIR-1.</p> <p>MM AIR-5 The construction contractor for construction activities at the Project Site shall use equipment that meets the US Environmental Protection Agency (EPA) Tier 4 emissions standards for off-road diesel-powered construction equipment with more than 50 horsepower, unless it can be demonstrated to the County that such equipment is not available. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 4 diesel emissions control strategy for a similarly sized engine, as defined by the California Air Resources Board's regulations.</p> <p>Prior to construction, the project engineer shall ensure that all demolition and grading plans clearly show the requirement for EPA Tier 4 or higher emissions standards for construction equipment over 50 horsepower. During construction, the construction contractor shall maintain a list of all operating equipment in use on the construction site for verification by the County. The construction equipment list shall state the makes, models, and numbers of construction equipment on-site. Equipment shall be properly serviced and maintained in accordance with the manufacturer's recommendations.</p>	

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Table 1-1 Summary of Environmental Impacts, Project Design Features, Regulatory Requirements, Mitigation Measures, and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
<p>Impact 5.2-4: The Proposed Project could expose sensitive receptors at the William Mead Homes and inmates at the Twin Towers Correctional Facility to substantial criteria air pollutant concentrations during construction activities under Options 1 and 2.</p>	<p>Potentially Significant</p>	<p>Options 1 and 2</p> <p>In addition to MM AIR-5, the following measure shall be implemented during construction at the Project Site.</p> <p>MM AIR-6 The construction contractor for construction activities at the Project Site shall prepare a dust control plan and implement the following measures during ground-disturbing activities—in addition to the existing requirements for fugitive dust control under South Coast Air Quality Management District (SCAQMD) Rule 403—to further reduce PM10 and PM2.5 emissions. The County shall verify that these measures have been implemented during normal construction site inspections.</p> <ul style="list-style-type: none"> • Following all grading activities, the construction contractor shall reestablish ground cover on the construction site through seeding and watering. • During all construction activities, the construction contractor shall sweep streets with SCAQMD Rule 1186-compliant, PM10-efficient vacuum units on a daily basis if silt is carried over to adjacent public thoroughfares or occurs as a result of hauling. • During all construction activities, the construction contractor shall maintain a minimum 24-inch freeboard on trucks hauling dirt, sand, soil, or other loose materials and shall tarp materials with a fabric cover or other cover that achieves the same amount of protection. • During all construction activities, the construction contractor shall water exposed ground surfaces and disturbed areas a minimum of every three hours on the construction site and a minimum of three times per day. • During all construction activities, the construction contractor shall limit on-site vehicle speeds on unpaved roads to no more than 15 miles per hour. 	<p>Less Than Significant</p>

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Table 1-1 Summary of Environmental Impacts, Project Design Features, Regulatory Requirements, Mitigation Measures, and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
Impact 5.2-5: The Proposed Project would not expose sensitive receptors to substantial pollutant concentrations during project operations.	Less Than Significant	No mitigation measures are required.	Not applicable.
Impact 5.2-6: The Proposed Project would not create objectionable odors.	Less Than Significant	No mitigation measures are required.	Not applicable.
5.3 BIOLOGICAL RESOURCES			
RR BIO-1	<p>The Proposed Project shall be implemented in compliance with the conditions set forth in the Migratory Bird Treaty Act and California Fish and Game Code with methods accepted by the U.S. Fish and Wildlife Service and the California Department of Fish and Wildlife to protect active bird/raptor nests. To the extent feasible, vegetation/tree removal shall occur during the nonbreeding season for nesting birds (generally late September to early March) and nesting raptors (generally early July to late January) to avoid impacts to nesting birds and raptors. If the nature of the Proposed Project requires that work be initiated during the breeding season for nesting birds and raptors (January 15 to September 1), a preconstruction survey for nesting birds and raptors shall be conducted by a qualified biologist (i.e., one with experience conducting nesting bird surveys) within 7 days prior to clearing of any vegetation and/or any work near existing structures (i.e., within 300 feet for nesting birds and within 500 feet for nesting raptors). If the biologist does not find any active nests within or immediately adjacent to the impact area, the vegetation clearing/construction work shall be allowed to proceed. A letter report shall be prepared and submitted to the Los Angeles County Department of Public Works to document the survey findings and recommended protective measures.</p> <p>If the biologist finds an active nest within or immediately adjacent to the construction area and determines that the nest may be impacted or breeding activities substantially disrupted, the biologist shall delineate an appropriate buffer zone around the nest depending on the sensitivity of the species and the nature of the construction activity. Any nest found during survey efforts shall be mapped on the construction plans. The active nest shall be protected until nesting activity has ended. To protect any nest site, the following restrictions to construction activities shall be required until nests are no longer active, as determined by a qualified biologist: (1) clearing limits shall be established within a buffer around any occupied nest (the buffer shall be 25 to 300 feet for nesting birds and 300 to 500 feet for nesting raptors), unless otherwise determined by a qualified biologist and (2) access to the nesting area and surveying activities related to construction shall be restricted within the buffer of any occupied nest unless otherwise determined by a qualified biologist. Encroachment into the buffer area around a known nest shall only be allowed if the biologist determines that the proposed activity would not disturb the nest occupants. Flagging, stakes, and/or construction fencing shall be used to demarcate the buffer around the nest, and construction personnel shall be instructed as to the sensitivity of the area. Construction will be allowed to proceed when the qualified biologist has determined that fledglings have left the nest or the nest has failed.</p>		
Impact 5.3-1: Development of the Proposed Project would not impact any special status plant and animal species.	No Impact	No mitigation measures are required.	Not applicable.

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Table 1-1 Summary of Environmental Impacts, Project Design Features, Regulatory Requirements, Mitigation Measures, and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
Impact 5.3-2: Implementation of the Proposed Project would not cause the loss of sensitive habitats, riparian habitats, or any protected wetlands.	No Impact	No mitigation measures are required.	Not applicable.
Impact 5.3-3: The Proposed Project would not interfere substantially with overland wildlife movement, impede the use of native wildlife nursery sites, or adversely affect migratory birds.	Less Than Significant	No mitigation measures are required.	Not applicable.
Impact 5.3-4: Implementation of the Proposed Project would not conflict with any local policies or ordinances protecting biological resources, or any habitat conservation plan or natural communities conservation plan.	No Impact	No mitigation measures are required.	Not applicable.
5.4 CULTURAL RESOURCES			
RR CUL-1	All construction activities will be conducted in accordance with Section 7050.5 of the California Health and Safety Code regarding the potential discovery of human remains. In the event of discovery or recognition of any human remains in any location other than a dedicated cemetery, there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains until the County Coroner has been contacted. If applicable, the Native American Heritage Commission will be responsible for designating the most likely descendant (MLD), as required by Section 5097.98 of the California Public Resources Code. If the landowner rejects the recommendations of the MLD, the burial location would be determined in compliance with California Public Resources Code, Section 5097.98.		
Impact 5.4-1: The Proposed Project would not cause a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines Section 15064.5.	Less Than Significant	No mitigation measures are required.	Not applicable.
Impact 5.4-2: The Proposed Project could cause a substantial adverse change in the significance of an archaeological resource if encountered during construction activities.	Potentially Significant	MM CUL-1 Prior to the start of construction activities, a qualified archaeologist shall be retained by the County to attend the pregrading meeting with the construction contractor to establish, based on the site plans, appropriate procedures for monitoring earth-moving activities during construction. The archaeologist shall determine, based on consultation with the County, when monitoring of grading activities is needed. Monitoring should observe disturbance in the uppermost layers of sediment, including the younger	Less Than Significant

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Table 1-1 Summary of Environmental Impacts, Project Design Features, Regulatory Requirements, Mitigation Measures, and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		<p>Quaternary Alluvium. If any archaeological resources are discovered, construction activities must cease within 50 feet of the discovery, as appropriate, and the resources shall be protected from further disturbance until the qualified archaeologist evaluates them using standard archaeological protocols. The archaeologist must first determine whether an archaeological resource uncovered during construction is a “tribal cultural resource” pursuant to Section 21074 of the California Public Resources Code, a “unique archaeological resource” pursuant to Section 21083.2(g) of the California Public Resources Code, or a “historical resource” pursuant to Section 15064.5(a) of the State CEQA Guidelines. If the archaeological resource is determined to be a tribal cultural resource, unique archaeological resource, or historical resource, the archaeologist shall formulate a mitigation plan in consultation with the County that satisfies the requirements of the above-listed code sections. Upon approval of the mitigation plan by the County Director of Public Works, the Proposed Project shall be implemented in compliance with the mitigation plan.</p> <p>If the archaeologist determines that the resource is not a tribal cultural resource, unique archaeological resource, or historical resource, she/he shall record the site and submit the recordation to the California Historical Resources Information System (CHRIS) at the South Central Coastal Information Center (SCCIC). The archaeologist shall prepare a report of the results of any study prepared as part of a testing or mitigation plan, following accepted professional practice. The report shall follow guidelines of the California Office of Historic Preservation. Copies of the report shall be submitted to the County and to the CHRIS at the SCCIC at California State University, Fullerton</p>	
<p>Impact 5.4-3: The Proposed Project could directly or indirectly destroy a unique paleontological resource or site or unique geologic feature if encountered during construction activities.</p>	<p>Potentially Significant</p>	<p>MM CUL-2 Prior to the start of ground-disturbing activities in native soils, a qualified paleontologist shall be notified and retained when earth-moving activities are anticipated to impact undisturbed deposits in the older Quaternary alluvium on the Project Site. The designated paleontologist shall be present during the pre-grading meeting to discuss paleontological sensitivity. The paleontologist shall determine, based on consultation with the County, when monitoring of grading activities is needed based on the on-site soils and final grading plans.</p>	<p>Less Than Significant</p>

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Table 1-1 Summary of Environmental Impacts, Project Design Features, Regulatory Requirements, Mitigation Measures, and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		All paleontological work to assess and/or recover a potential resource at the Project Site shall be conducted under the direction of the qualified paleontologist. If any fossil remains are uncovered during earth-moving activities, all heavy equipment shall be diverted at least 50 feet from the fossil site until the monitor has had an opportunity to examine the remains and determines that earth-moving can resume. The extent of land area that is prohibited from disturbance shall be at the discretion of the paleontological monitor. Samples of older Quaternary alluvium shall be collected as necessary for processing and shall be examined for very small vertebrate fossils. The paleontologist shall prepare a report of the results of any findings following accepted professional practice.	
Impact 5.4-4: The Proposed Project would not disturb human remains, including those interred outside of formal cemeteries.	Less Than Significant	No mitigation measures are required.	Not applicable.
Impact 5.4-5: The Proposed Project could cause a substantial adverse change in the significance of a tribal cultural resource, as defined in California Public Resources Code Section 21074, if encountered during construction activities.	Potentially Significant	See MM CUL-1.	Less Than Significant

5.5 GEOLOGY AND SOILS

RR GEO-1	The Project will be designed and constructed in accordance with the Los Angeles County Building Code, which adopts the California Building Code (CBC), which is based on the International Building Code (IBC). New construction, alteration, or rehabilitation shall comply with applicable ordinances set forth by the County and/or by the most recent County building and seismic codes in effect at the time of Project design. In accordance with Section 1803.2 of the 2013 CBC, a geotechnical investigation is required that must evaluate soil classification, slope stability, soil strength, position and adequacy of load-bearing soils, the effect of moisture variation on soil-bearing capacity, compressibility, liquefaction, and expansiveness, as necessary, determined by the County Building Official. The geotechnical investigation must be prepared by registered professionals (i.e., California Registered Civil Engineer or Certified Engineering Geologist). Recommendations of the report, as they pertain to structural design and construction recommendations for earthwork, grading, slopes, foundations, pavements, and other necessary geologic and seismic considerations, must be incorporated into the design and construction of the Project.
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Table 1-1 Summary of Environmental Impacts, Project Design Features, Regulatory Requirements, Mitigation Measures, and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
RR HYD-1		The Project will be constructed in accordance with the National Pollutant Discharge Elimination System (NPDES) General Permit for Storm Water Discharges Associated with the Construction and Land Disturbance Activities, Order No 2009- 0009-DWQ, NPDES No. CAS000002 (or the latest approved Construction General Permit). Compliance requires filing a Notice of Intent (NOI); a Risk Assessment; a Site Map; a Storm Water Pollution Prevention Plan (SWPPP) and associated Best Management Practices (BMPs); an annual fee; and a signed certification statement.	
Impact 5.5-1: The Proposed Project would not expose people or structures to adverse seismic-related hazards including surface rupture and ground shaking.	Less Than Significant	No mitigation measures are required.	Not applicable.
Impact 5.5-2: The Proposed Project would not expose people or structures to substantial hazards from unstable geologic units or soil.	Less Than Significant	No mitigation measures are required.	Not applicable.
Impact 5.5-3: Project construction would not cause substantial soil erosion.	Less Than Significant	No mitigation measures are required.	Not applicable.
Impact 5.5-4: The Proposed Project would not be located on expansive soils creating substantial risks to life or property.	Less Than Significant	No mitigation measures are required.	Not applicable.
Impact 5.5-5: The Proposed Project would not require the use of septic tanks.	Less Than Significant	No mitigation measures are required.	Not applicable.
5.6 GREENHOUSE GAS EMISSIONS			
RR GHG-1		New buildings are required to achieve the current California Building Energy and Efficiency Standards (Title 24, Part 6) and California Green Building Standards Code (CALGreen) (Title 24, Part 11). The 2016 Building and Energy Efficiency Standards are effective starting on January 1, 2017. The Building Energy and Efficiency Standards and CALGreen are updated tri-annually with a goal to achieve net zero energy for residential buildings by 2020 and non-residential buildings by 2030. The County's green building standards which implement and exceed CALGreen are identified County Code, Title 31. The County has adopted the Voluntary Tier ¹ standards for non-residential construction greater than or equal to 25,000 square feet (CALGreen Section 301.3.1, Buildings greater than or equal to 25,000 square feet).	

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Table 1-1 Summary of Environmental Impacts, Project Design Features, Regulatory Requirements, Mitigation Measures, and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
RR GHG-2		New buildings are required to adhere to the California Green Building Standards Code (CALGreen) requirement to provide bicycle parking for new non-residential buildings, or meet local bicycle parking ordinances, whichever is stricter (CALGreen Sections 5.106.4.1, 14.106.4.1, and 5.106.4.1.2). The Proposed Project would be required to provide anchored bicycle racks within 200 feet of the visitors' entrance, readily visible to passers-by, for five percent of new visitor motorized vehicle parking spaces being added. For employee, long-term secured bicycle parking is required to be provided for five percent of the tenant-occupied (i.e., staff) motorized vehicle parking spaces being added. The Proposed Project is also required to designate parking for low-emitting, fuel-efficient, and carpool/vanpool spaces identified in CALGreen. As the County's Green Building Ordinance requires compliance with the Tier ¹ voluntary measures in section A5.601.2.4, the Proposed Project will be required to provide low-emitting, fuel-efficient, and carpool/vanpool spaces for 10 percent of the total parking capacity.	
RR GHG-3		The Proposed Project will include an Employee Commute Reduction Plan (ECRP), commonly known as the Rideshare Plan, in accordance with Los Angeles County Code Chapter 5.9, Vehicle Trip Reduction. The ECRP will specify the measures to be implemented at the CCTF to achieve the target average vehicle ridership performance goal for employee vehicles subject to the Ordinance.	
RR GHG-4		New buildings are required to adhere to the California Green Building Standards Code (CALGreen) and Water Efficient Landscape Ordinance (WELO) requirements integrated into the County Code to increase water efficiency and reduce urban per capita water demand. The County's green building standards are identified County Code, Title 31. The Proposed Project will comply with Section 301.3.1, Nonresidential Buildings greater than or equal to 25,000 square feet, which requires implementation of the Tier ¹ voluntary standards (30 percent reduction) for indoor potable water use and 60 percent of Reference evapotranspiration (ET _o) for outdoor potable water use; Section 5.106.4, Low Impact Development; and Section 4.106.5, Landscape Design, which requires use of non-invasive drought tolerant plants. Title 31 requires project designs and practices that will result in the conservation of water and energy resources, such as measures for building commissioning, clean vehicle parking, and solid waste recycling.	
RR GHG-5		Construction contractors within Los Angeles County are required to adhere to the County's Construction & Demolition (C&D) Debris Recycling and Reuse Ordinance, Chapter 20.87 of the Los Angeles County Code. The County's C&D requirements are consistent with CALGreen requirements and require construction contractors to divert a minimum of 50 percent of the construction generated waste from area landfills, depending on the type and intensity of construction. For the Proposed Project, construction contractors would be required to divert a minimum of 65 percent of the C&D debris by weight and submit a Recycling and Reuse Plan to the County's Construction & Demolition Unit for review and approval. Additionally, according to the County's Green Building Ordinance, which requires implementation of CALGreen Tier ¹ voluntary standards, the Proposed Project building materials will include a minimum of 10 percent of recycled content based on estimated cost.	
RR GHG-6		Shuttle bus and vendor vehicle use will be conducted in compliance with 13 California Code of Regulations (CCR) Section 2485, which requires that non-essential idling for all diesel-fueled commercial motor vehicles must not exceed 5 consecutive minutes at any location.	
RR GHG-7		Construction activities will be conducted in compliance with 13 California Code of Regulations (CCR) Section 2499, which requires that nonessential idling of construction equipment is restricted to five minutes or less.	
RR GHG-8		The County's Energy and Environmental Policy was adopted in 2016 requiring County buildings to achieve a minimum of U.S. Green Building Council's Leadership in Energy Efficiency and Design (LEED) "Gold" certification, exceeding the Executive Order B-18-12 for state buildings larger than 10,000 square feet to achieve the LEED "Silver" certification.	

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Table 1-1 Summary of Environmental Impacts, Project Design Features, Regulatory Requirements, Mitigation Measures, and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
Impact 5.6-1: The Proposed Project would not generate GHG emissions that may have a significant impact on the environment.	Less Than Significant	No mitigation measures are required.	Not applicable.
Impact 5.6-2: The Proposed Project would be consistent with plans adopted to reduce GHG emissions.	Less Than Significant	No mitigation measures are required.	Not applicable.
5.8 HAZARDS AND HAZARDOUS MATERIALS			
PDF HAZ-1	All removal and disturbance of asbestos containing material (ACM) and subsequent waste disposal will be performed by an asbestos abatement contractor using 40-hour asbestos trained workers (Asbestos Worker trained as outlined in 40 CFR 763). Abatement contractor's workforce will be supervised by experienced trained workers knowledgeable and qualified in the techniques of asbestos abatement, asbestos handling, disposal of asbestos-containing and/or asbestos-contaminated materials, and the subsequent cleaning of contaminated areas, including, at a minimum, Competent Person/Contractor Supervisor training outlined in 40 CFR 763.		
PDF HAZ-2	All removal and disposal of lead-based paints (LBPs) and coatings and subsequent waste disposal will be performed by a state-licensed contractor, using California Department of Public Health (CDPH)-certified workers with at least one CDPH-certified Supervisor. Abatement contractor's workforce will be supervised by experienced trained workers knowledgeable and qualified in the techniques of lead abatement and handling, disposal of lead-containing and/or lead-contaminated materials, and the subsequent cleaning of contaminated areas.		
PDF HAZ-3	When exposure monitoring of a particular lead-related task indicates that the permissible exposure level is or will be exceeded, the contractor shall use California Department of Public Health (CDPH)-certified lead workers to complete the task.		
PDF HAZ-4	The removal of other hazardous materials, such as polychlorinated biphenyls (PCBs), mercury-containing light ballast, and mold, will be completed by workers with hazardous Waste Operations and Emergency Response Standard (HAZWOPER) training, as outlined in 29 CFR 1910.120 and 8 CCR 5192.		
PDF HAZ-5	Construction contractor will furnish all labor; materials; services; insurance specifically covering the handling and transportation of asbestos-containing materials (ACMs), lead-based paint (LBP), polychlorinated biphenyls (PCBs), and mercury-containing light ballast; and equipment that is specified, shown, or reasonably implied for the removal, transport, and disposal of the identified hazardous materials.		
RR HAZ-1	Any Project-related hazardous materials and hazardous wastes will be transported to and/or from the Project Site in compliance with any applicable state and federal requirements, including the U.S. Department of Transportation regulations listed in the Code of Federal Regulations (Title 49, Hazardous Materials Transportation Act); California Department of Transportation standards; and the California Occupational Safety and Health Administration standards.		
RR HAZ-2	Any Project-related hazardous waste generation, transportation, treatment, storage, and disposal will be conducted in compliance with the Subtitle C of the Resource Conservation and Recovery Act (RCRA) (Code of Federal Regulations, Title 40, Part 263), including the management of non-hazardous solid wastes and underground tanks storing petroleum and other hazardous substances. The Project will be designed and constructed in accordance with the regulations of the Los Angeles County Fire Department, which serves as the designated Certified Unified Program Agency (CUPA) and which implements State and federal regulations for the following programs: (1)		

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Table 1-1 Summary of Environmental Impacts, Project Design Features, Regulatory Requirements, Mitigation Measures, and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		Hazardous Waste Generator Program, (2) Hazardous Materials Release Response Plans and Inventory Program, (3) California Accidental Release Prevention (CalARP), (4) Above Storage Tank (AST) Program, and (5) Underground Storage Tank (UST) Program.	
RR HAZ-3		Any Project-related underground storage tank (UST) repairs and/or removals will be conducted in accordance with the California UST Regulations (Title 23, Chapter 16 of the California Code of Regulations). Any unauthorized release of hazardous materials will require release reporting, initial abatement, and corrective actions that will be completed with oversight from the Regional Water Quality Control Board, Department of Toxic Substances Control, Los Angeles County Fire Department, South Coast Air Quality Management District and/or other regulatory agencies, as necessary. Any Project-related use of existing USTs will also have to be conducted (i.e., used, maintained and monitored) in accordance with the California UST Regulations (Title 23, Chapter 16 of the California Code of Regulations).	
RR HAZ-4		Any Project-related demolition activities that have the potential to expose construction workers and/or the public to asbestos-containing materials (ACMs) or lead-based paint (LBP) will be conducted in accordance with applicable regulations, including, but not limited to: <ul style="list-style-type: none"> • South Coast Air Quality Management District’s Rule 1403 • California Health and Safety Code (Section 39650 et seq.) • California Code of Regulations (Title 8, Section 1529) • California Occupational Safety and Health Administration regulations (California Code of Regulations, Title 8, Section 1529 [Asbestos] and Section 1532.1 [Lead]) • Code of Federal Regulations (Title 40, Part 61 [asbestos], Title 40, Part 763 [asbestos], and Title 29, Part 1926 [asbestos and lead]) 	
RR HAZ-5		The removal of other hazardous materials, such as polychlorinated biphenyls (PCBs), mercury-containing light ballast, and mold, will be completed in accordance with applicable regulations pursuant to 40 CFR 761 (PCBs), 40 CFR 273 (mercury-containing light ballast), and 29 CFR 1926 (molds) by workers with the hazardous waste operations and emergency response (HAZWOPER) training, as outlined in 29 CFR 1910.120 and 8 CCR 5192.	
RR HAZ-6		Any Project-related new construction, excavations, and/or new utility lines within 10 feet or crossing existing high-pressure pipelines, natural gas/petroleum pipelines, or electrical lines greater than 60,000 volts will be designed and constructed in accordance with the California Code of Regulations (Title 8, Section 1541).	
RR HAZ-7		Any Project-related medical waste will be store, transported, and disposed of in accordance with the Medical Waste Management Act (California HSC §§ 117600–118360) and pursuant to regulations by the California Department of Public Health.	
RR HAZ-8		The Project will be designed and constructed in accordance with Part 77 of the Federal Aviation Regulations (FAR), which requires the County of Los Angeles to notify the Federal Aviation Administration of proposed construction or alteration within 5,000 feet of a heliport where the structure would extend into a slope of a 25:1 from the nearest landing and take-off area of the heliport (FAR §§77.9). The Project heliport(s) will be designed in accordance with FAR §§77.23 that provides imaginary surface criteria for heliports for safe operation of helicopters. The approach imaginary surface for a heliport will extend at a 8:1 slope upward from the heliport’s primary surface (i.e., the designated take-off and landing area) for a distance of 4,000 feet, and the heliport’s transitional surface will extend from the lateral boundary of both the primary surface and approach surface at a 2:1 slope for a distance of 250 feet.	

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Table 1-1 Summary of Environmental Impacts, Project Design Features, Regulatory Requirements, Mitigation Measures, and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
<p>Impact 5.7-1: The Proposed Project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.</p>	<p>Less Than Significant</p>	<p>No mitigation measures are required.</p>	<p>Not applicable.</p>
<p>Impact 5.7-2: The Proposed Project could create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials.</p>	<p>Potentially Significant</p>	<p>Options 1 and 2</p> <p>MM HAZ-1 In the event that building materials are encountered during construction / demolition activities that are suspected of being asbestos-containing materials (ACMs), these materials shall be assumed to contain asbestos and shall be handled, removed, transported, and/or disposed of in accordance with applicable ACM regulations until such time that they can be sampled and evaluated for asbestos content.</p> <p>MM HAZ-2 In the event that painted or ceramic surface materials are encountered during construction/demolition activities that are suspected of containing lead and/or lead-based paint, these materials shall be assumed to contain lead in concentrations exceeding the Los Angeles County Health Agency's definition of 0.7 milligrams per square centimeter (mg/cm² or 600 parts per million) and shall be handled, removed, transported, and/or disposed of in accordance with applicable regulations for lead content until such time that they can be sampled and evaluated for lead content.</p>	<p>Less Than Significant</p>
<p>Impact 5.7-3: Project construction and operations would handle hazardous materials and emit hazardous emissions within 0.25 mile of one school.</p>	<p>Less Than Significant</p>	<p>No mitigation measures are required.</p>	<p>Not applicable.</p>
<p>Impact 5.7.4: The Project Site is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and could potentially create a significant hazard to the public or the environment without adequate remediation.</p>	<p>Potentially Significant</p>	<p>Option 1</p> <p>MM HAZ-3 Following demolition of the Men's Central Jail (MCJ) facilities in the vicinity of the Bus Yard, Sally Port and Parking Garage, and Dispenser Area as identified in Figure 2, Site Layout and Boring Location Map, of the Step-Out Investigation, Men's Central Jail, dated September 19, 2016 by Alta Environmental (Step-Out Investigation), a qualified environmental professional meeting ASTM standards shall conduct the following activities under the oversight of the Los Angeles County Fire Department or other</p>	<p>Less Than Significant</p>

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Table 1-1 Summary of Environmental Impacts, Project Design Features, Regulatory Requirements, Mitigation Measures, and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		<p>applicable government agency in accordance with the Step-Out Investigation recommendations.</p> <ul style="list-style-type: none"> • Additional investigation (further step-out borings) in the vicinity of elevated concentrations of copper and lead identified in shallow samples from borings within the vicinity of the Sally Port (boring location B10B) and Bus Maintenance Facility (boring location B16). • Perform quarterly groundwater monitoring as proposed by the County of Los Angeles Fire Department. • Profile and investigate lateral and vertical extent of impact if stained, odorous, or otherwise suspicious soil is encountered during construction activities. • Remedial action. <p>MM HAZ-4 The results of the additional site investigations as required by MM HAZ-3 along with the pertinent site assessment documents shall be submitted to the appropriate reviewing agency (i.e., County of Los Angeles Department of Public Health, County of Los Angeles Fire Department, Regional Water Quality Control Board) for review and coordination. The County will comply with the oversight agency's determination as to whether cleanup is required. Cleanup activities would be consistent with all applicable state and local rules, regulations, and laws. A cleanup would not be considered complete until confirming samples of soil and/or groundwater reveal levels of contamination below the standards established by the oversight agency. In conjunction with the additional site assessment, if required by the oversight agency, a risk assessment may be prepared for the site to determine that there are no human or environmental risks associated with leaving contamination below specific levels in place. Construction in the impacted area shall not proceed until a "no further action" clearance letter or similar determination is issued by the oversight agency and provided to the County.</p> <p>MM HAZ-5 Prior to grading of the Spring Street Parking Structure site, a qualified environmental professional meeting ASTM standards shall perform the following in accordance with the recommendations included in the Phase II Environmental Site Assessment for the Spring Street Parking Structure dated February 6, 2015:</p>	

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Table 1-1 Summary of Environmental Impacts, Project Design Features, Regulatory Requirements, Mitigation Measures, and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		<ul style="list-style-type: none"> • Step-out borings to a maximum depth of 10 feet below grade surface (bgs) near Boring Location B9 near the north boundary, as shown in Figure 2, Site Layout and Proposed Boring Location Map, of the Phase II to assess the lateral extent of lead impact. • Step-out borings with soil samples collected for VOCs to a maximum depth of 10 feet bgs and soil vapor samples collected at depths of 5 feet and 10 feet bgs in the vicinity of Boring Locations B2 and B4 near the center of the site, as shown in Figure 2 of the Phase II, Site Layout and Proposed Boring Location Map, to assess the lateral extent of benzene impact. <p>MM HAZ-6 The results of the additional site investigations as required by MM HAZ-5 along with the pertinent site assessments documents shall be submitted to the appropriate reviewing agency (i.e., County of Los Angeles Department of Public Health, County of Los Angeles Fire Department, Regional Water Quality Control Board) for review and coordination. The County will comply with the oversight agency's determination as to whether cleanup is required. Cleanup activities would be consistent with all applicable state and local rules, regulations, and laws. A cleanup would not be considered complete until confirming samples of soil and/or groundwater reveal levels of contamination below the standards established by the oversight agency. In conjunction with the additional site assessment, if required by the oversight agency, a risk assessment may be prepared for the site to determine that there are no human or environmental risks associated with leaving contamination below specific levels in place. Construction in the impacted area shall not proceed until a "no further action" clearance letter or similar determination is issued by the oversight agency and provided to the County.</p> <p>Option 2 See MM HAZ-3 and MM HAZ-4.</p>	

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Table 1-1 Summary of Environmental Impacts, Project Design Features, Regulatory Requirements, Mitigation Measures, and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
Impact 5.7-5: There are no public-use airports near the Project Site, and Project development would not cause airport-related hazards for people on the Project Site, SSPS Site, and the Vignes Lot.	No Impact	No mitigation measures are required.	Not applicable.
Impact 5.7-6: Construction of proposed towers up to 400 feet high could constrain approach and departure paths into the County Sheriff's Department's helistops on top of the 10-story parking structure next to the Project Site. Project development would not pose hazards for people on the Project area related to other nearby helistops.	Less Than Significant	No mitigation measures are required.	Not applicable.
Impact 5.7-7: The Proposed Project would not interfere with the implementation of an emergency response or evacuation plan.	Less Than Significant	No mitigation measures are required.	Not applicable.
Impact 5.7-8: Project development would not expose Project occupants, workers, or visitors to wildland fire hazards.	No Impact	No mitigation measures are required.	Not applicable.

5.9 HYDROLOGY AND WATER QUALITY

PDF HYD-1	The Project's specifications will require that the Proposed Project be designed and constructed for the incorporation of source-control, site-design, and treatment-control BMPs to reduce pollutants in the stormwater and to minimize stormwater runoff rates and volumes in accordance with the following guidance of the Los Angeles County Department of Public Works: <ul style="list-style-type: none"> • 2014 Low Impact Development Standard Manual • 2013 California Green Building Standards Code • 2006 Hydrology Manual
PDF HYD-2	The Project specifications will require that the Proposed Project be designed and constructed in accordance with the County's Stormwater and Runoff Pollution Control Ordinance (Chapter 12.80 of the Los Angeles County Code), which prohibits illicit discharges; manages runoff into and from its Municipal Separate Sewer Systems (MS4s) and requires BMPs for new development and major redevelopment projects.

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Table 1-1 Summary of Environmental Impacts, Project Design Features, Regulatory Requirements, Mitigation Measures, and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
RR HYD-1		The Project will be constructed in accordance with the National Pollutant Discharge Elimination System (NPDES) General Permit for Storm Water Discharges Associated with the Construction and Land Disturbance Activities, Order No 2009-0009-DWQ, as amended by Order No. 2010-0014-DWQ and 2012-0006-DWQ. Compliance requires filing a Notice of Intent (NOI); a Risk Assessment; a Site Map; a Storm Water Pollution Prevention Plan (SWPPP) and associated Best Management Practices (BMPs); an annual fee; and a signed certification statement. Also, Los Angeles County requires preparation of an erosion and sediment control plan (ESCP) for projects that disturb more than one acre of land and implementation of BMPs to control erosion, debris, and construction-related pollutants.	
RR HYD-2		The Project will be constructed and operated in accordance with the Los Angeles County MS4 Permit (Order No. R4-2012-0175), as amended by Order WQ 2015-0075. The MS4 Permit requires new development and redevelopment projects to retain on-site a specified volume of stormwater runoff from a design storm event. The LID Standards Manual provides the guidance on how new development and redevelopment projects can meet these on-site retention requirements through the use of stormwater quality control measures.	
Impact 5.8-1: The Proposed Project could violate water quality standards or waste discharge requirements, otherwise degrade water quality, or have a significant impact on water quality due to site discharges.	Less Than Significant	No mitigation measures are required.	Not applicable.
Impact 5.8-2: The Proposed Project would not substantially deplete groundwater supplies, interfere substantially with groundwater recharge, or result in a significant impact to groundwater quality.	Less Than Significant	No mitigation measures are required.	Not applicable.
Impact 5.8-3: Development of the Proposed Project would not substantially alter the existing drainage pattern to result in potentially significant erosion or siltation impacts.	Less Than Significant	No mitigation measures are required.	Not applicable.
Impact 5.8-4: Development of the Proposed Project would not substantially alter the existing drainage pattern to result in adverse flooding impacts, create or contribute runoff water that would exceed the capacity of existing or planned stormwater systems, or provide substantial additional sources of polluted runoff.	Less Than Significant	No mitigation measures are required.	Not applicable.

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Table 1-1 Summary of Environmental Impacts, Project Design Features, Regulatory Requirements, Mitigation Measures, and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
Impact 5.8-5: Project development would not place housing or structures that would redirect flood flows into a 100-year flood zone.	Less Than Significant	No mitigation measures are required.	Not applicable.
Impact 5.8-6: The Proposed Project would not expose people or structures to a significant risk of loss, injury, or death involving flooding, as a result of the failure of a dam.	Less Than Significant	No mitigation measures are required.	Not applicable.
Impact 5.8-7: The Proposed Project would not be subject to inundation by seiche, tsunami, or mudflow.	Less Than Significant	No mitigation measures are required.	Not applicable.
5.10 LAND USE AND PLANNING			
Impact 5.9-1: Project implementation would not physically divide an established community.	No Impact	No mitigation measures are required.	Not applicable.
Impact 5.9-2: The Proposed Project would not 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:	Less Than Significant	No mitigation measures are required.	Not applicable.
Impact 5.9-3: The Proposed Project would not conflict with any applicable habitat conservation plan or natural community conservation plan.	No Impact	No mitigation measures are required.	Not applicable.
5.10 NOISE			
PDF-NOI-1	The Project's specifications will require that the Proposed Project will use construction vehicles and equipment, either fixed or mobile, that will be equipped with properly operating and maintained mufflers (equivalent or better than original factory equipment), which will be periodically inspected to ensure compliance.		

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Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
RR-NOI-1		The Proposed Project will be designed and constructed in accordance with the Title 12 of the County Code, Sections 12.08, Noise Control and 12.12, Building Construction Noise. The County Code provides restrictions on the amount and duration of noise generated at a property, as measured at the property line of the noise receptor. It generally prohibits construction activities that generate noise that could create a disturbance across a residential or commercial property line from occurring between 7:00 PM and 7:00 AM on weekdays, or at any time on Sunday or a federal holiday.	
Impact 5.10-1: Project implementation would not result a substantial permanent increase in ambient noise levels in the project vicinity and the long-term operational impacts that would not exceed applicable local standards.	Less Than Significant	No mitigation measures are required.	Not Applicable.
Impact 5.10-2: The Proposed Project could expose persons to or generate groundborne vibration.	Potentially Significant	MM NOI-1 During construction of the Spring Street Parking Structure, vibratory rollers shall not be operated within 30 feet of off-site buildings, and large bulldozers and loaded trucks shall not be operated within 15 feet of off-site buildings.	Less Than Significant
Impact 5.10-3: Project implementation would not result in a substantial temporary or period increase in ambient noise levels in the project vicinity and the short-term impacts would not exceed applicable local standards.	Less Than Significant	No mitigation measures are required.	Not Applicable.
Impact 5.10-4: There are no public airports, public use airports, or private airstrip within two miles of the Project Site, SSPS Site, or the Vignes Lot, and Proposed Project would not expose people residing or working in the Project Area to excessive noise levels related to airport-related noise.	Less Than Significant	No mitigation measures are required.	Not Applicable.
5.11 PUBLIC SERVICES			
RR PS-1		The Proposed Project will be designed and constructed in accordance with the County of Los Angeles Fire Code (Los Angeles County Code, Title 32), which incorporates by adoption the 2013 California Fire Code, and the regulations of the Los Angeles County Fire Department, which include standards for building construction that would reduce the creation of fire hazards and facilitate emergency response.	

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Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
RR PS-2 The Proposed Project will be designed, constructed, and operated in accordance with pertinent provisions of Title 15 of the California Code of Regulations (Crime Prevention and Corrections), including but not limited to Title 15, Division 1, Chapter 1, Subchapter 4, Minimum Standards for Local Detention Facilities; Title 24, Part 2, Section 1231, Minimum Standards for Adult Detention Facilities; and other applicable state and federal requirements.			
Fire Protection and Emergency Services			
Impact 5.11-1: The Proposed Project would not result in additional demands for fire protection facilities and personnel that would adversely impact the Los Angeles City Fire Department's ability to provide adequate service, or additional demands on other public services such as hospitals	Less Than Significant	No mitigation measures are required.	Not applicable.
Police Protection			
Impact 5.11-2: The Los Angeles County Sheriff's Department would provide police protection within the proposed Consolidated Correctional Treatment Facility. Project development would not increase demands for police protection in the City of Los Angeles Police Department's service area.	Less Than Significant	No mitigation measures are required.	Not applicable.
School Services			
Impact 5.11-3: The Proposed Project would not generate new students who would impact the school enrollment capacities of area schools.	Less Than Significant	No mitigation measures are required.	Not applicable.
Library Services			
Impact 5.11-4: The Proposed Project would not generate additional population that would increase the demand for local libraries.	Less Than Significant	No mitigation measures are required.	Not applicable.

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Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
5.12 TRANSPORTATION/TRAFFIC			
PDF TRAN-1		Before the opening of the proposed CCTF, The County of Los Angeles will expand the current menu of Transportation Demand Management (TDM) measures to reduce vehicle trips related to the Consolidated Correctional Treatment Facility (CCTF). In addition to the TDM measures currently in place, the following additional TDM measures will be considered for implementation following completion of the CCTF. <ul style="list-style-type: none"> • Direct financial awards for ridesharing • Preferential parking for those who rideshare • Parking pricing • Parking cash-out • Transit pass subsidy • Vanpool program • Review the existing pedestrian pathways between the CCTF site and the Patsaouras Transit Plaza for way to enhance their safety or convenience. • If Option 1 is implemented, continue the temporary construction-period shuttle between the CCTF site and the SSPS Site into the operational period, and alter the route to better connect it with the Patsaouras Transit Plaza. 	
RR TRAN-1		The Proposed Project's construction activities will be conducted in accordance with the provision of traffic-control devices in compliance with the California Manual for Uniform Traffic Control Devices (MUTCD) to ensure traffic safety on public streets, highways, pedestrian walkways, and bikeways.	
Impact 5.12-1: The Project-related trip generation could adversely impact the performance of the area circulation system during construction.	Potentially Significant	Where construction activities would occur within a public street right-of-way around the Project Sites, the following mitigation measures would apply at the Project Site, the SSPS Site, and the Vignes Lot: MM TRAN-1 A site-specific construction worksite traffic control plan shall be prepared and submitted to Los Angeles Department of Transportation (LADOT) for review and approval prior to the start of any construction work within the public right-of-way. This plan shall include such elements as the location of any lane closures, restricted hours during which lane closures (if any) would not be allowed, local traffic detours (if any), protective devices and traffic controls (such as barricades, cones, flag persons, lights, warning beacons, temporary traffic signals, warning signs), access limitations for abutting properties (if any), and provisions to maintain emergency access through construction work areas. The Proposed Project will be required to comply with the LADOT approved plan measures.	Less Than Significant

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Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		MM TRAN-2 The County of Los Angeles shall provide safety precautions for pedestrians and bicyclists through such measures as protection barriers and signage indicating alternative pedestrian and bicycle access routes where existing facilities would be affected. This would include the safety precautions for the sidewalks on the perimeter of the Project Site. MM TRAN-3 The County of Los Angeles shall provide advance notice of planned construction activities to any affected residents, businesses and property owners in the vicinity of the construction site. MM TRAN-4 The County of Los Angeles shall provide advance notice of ongoing construction activity and construction hours to emergency service providers (police, fire, ambulance and paramedic services). MM TRAN-5 The County of Los Angeles shall provide advance notice of ongoing construction activity and construction hours to public transit providers (Metro, LADOT DASH).	
Impact 5.12-2: The Project-related trip generation could adversely impact the performance of the area circulation system during operation.	Less Than Significant	Option 1 No mitigation measures are required.	Not applicable.
	Potentially Significant	Option 2 MM TRAN-6 (ID #2) Main Street & Alpine Street/North Vignes Street (PM peak hour); Prior to issuance of Certificate of Occupancy for the Vignes Lot parking structure, the County shall widen the westbound approach of North Vignes Street to provide a separate right-turn lane at the Main Street & Alpine Street/North Vignes Street intersection.	Significant and Unavoidable, if off-site parking Option 2 is selected and MM TRAN-6 cannot be implemented
Impact 5.12-3: The Proposed Project would not conflict with the Los Angeles County Congestion Management Program.	Less Than Significant	No mitigation measures are required.	Not applicable.
Impact 5.12-4: Project development would not increase air traffic levels or require relocation of air traffic patterns.	Less Than Significant	No mitigation measures are required.	Not applicable.

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Impact 5.12-5: Project circulation improvements would not substantially increase hazards due to design feature (e.g., sharp curves or dangerous intersections, etc.), potential conflicting uses, and emergency access.	Less Than Significant	No mitigation measures are required.	Not applicable.
Impact 5.12-6: The Proposed Project complies with adopted policies, plans, and programs for alternative transportation.	Less Than Significant	No mitigation measures are required.	Not applicable.
5.13 UTILITIES AND SERVICE SYSTEMS			
PDF USS-1	The Project's specifications will require that the Project include the following on-site utility infrastructure improvement: <ul style="list-style-type: none"> • New connections of the existing on-site sewage pipelines to ensure connection to new on-site buildings. 		
PDF USS-2	The Project's specifications will require that the Proposed Project will include the following on-site utility infrastructure improvements: <ul style="list-style-type: none"> • New on-site fire and domestic/potable water pipelines, meters, fire hydrants, and/or other fire safety features that connect to all new buildings, as required by the City of Los Angeles Fire Department and/or City of Los Angeles Department of Water and Power. 		
PDF USS-3	The Proposed Project will be developed in conformance with the City of Los Angeles Water Efficiency Requirements Ordinance No. 180822 as assumed under the CCTF Water Supply Assessment		
PDF USS-4	The County of Los Angeles has committed to implement the following water conservation measures that are in addition to those required by codes and ordinances. <ul style="list-style-type: none"> • Kitchen faucets with flow rate of 1.5 gallons per minute (gpm) or less • Inmate dwelling unit showerheads with flow rate of 1.5 gpm • All other showerheads with flow rate of 1.8 gpm • Drought tolerant plants • Cooling tower conductivity controllers or cooling tower pH conductivity controllers • Proper hydro-zoning/ (group plants with similar water requirements together) • Zoned irrigation; and • Landscaping contouring to minimize precipitation runoff. 		

1. Executive Summary

Table 1-1 Summary of Environmental Impacts, Project Design Features, Regulatory Requirements, Mitigation Measures, and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
RR USS-1		The Proposed Project will be designed, constructed, and operated in accordance with the County of Los Angeles Sanitation District's (LACSD) Wastewater Ordinance. All wastewater discharges into LACSD facilities shall be required to comply with the discharge standards set forth to protect the public sewage system.	
RR USS-2		The Project's sewer, storm drain, and other utility infrastructure improvements will be designed, constructed, and operated in accordance with the applicable regulations in the Los Angeles County Code, which incorporates by reference the California Building Code, the California Electrical Code, the California Mechanical Code, the California Plumbing Code, the California Fire Code, and the Green Building Standards Code.	
RR USS-3		The Project will be constructed in accordance with the County's Green Building Standards Code and Construction and Demolition Debris Recycling and Reuse Ordinance, which requires a minimum of 65 percent of the "non-hazardous construction and demolition debris" (by weight or volume) to be recycled or reused unless a lower percentage is approved by the Director of Public Works.	
RR USS-4		The Project will be designed, constructed and operated in accordance with the County's Departmental Recycling Program Directives to implement waste reduction and recycling measures.	
RR HAZ-1, RR HAZ-2, and RR HYD-2 are also applicable to Utilities and Service Systems.			
Wastewater Treatment and Collection			
Impact 5.13-1: Project-generated wastewater would not exceed wastewater treatment requirements of the Los Angeles Regional Water Quality Control Board.	Less Than Significant	No mitigation measures are required.	Not applicable.
Impact 5.13-2: Project-generated wastewater could be adequately treated by the wastewater service provider for the Project.	Less Than Significant	No mitigation measures are required.	Not applicable.
Water Supply and Distribution Systems			
Impact 5.13-3: The Proposed Project would be served by sufficient water supplies without procurement of additional water entitlements.	Less Than Significant	No mitigation measures are required.	Not applicable.

1. Executive Summary

Table 1-1 Summary of Environmental Impacts, Project Design Features, Regulatory Requirements, Mitigation Measures, and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
Solid Waste			
Impact 5.13-4: Implementation of the Proposed Project would not adversely impact a landfill with insufficient capacity or adversely impact the County's ability to comply with related solid waste regulations.	Less Than Significant	No mitigation measures are required.	Not applicable.