

5. Environmental Analysis

5.9 LAND USE AND PLANNING

This section of the EIR evaluates the potential impacts to land use in and near the Project Site from implementation of the Proposed Project.

Land use impacts can be either direct or indirect. Direct impacts result from conflicts with an applicable land use plan or policy or regulation adopted to reduce an environmental effect, division of neighborhoods or communities, or conflict with other applicable land use plans, including habitat or wildlife conservation plans. This section focuses on direct land use impacts. The Proposed Project's consistency with applicable land use designations, zoning, and policies is assessed through review of the land use goals and policies in the City of Los Angeles General Plan, the County General Plan, and SCAG's regional plans. Indirect impacts are secondary effects resulting from land use policy implementation, such as an increase in demand for public utilities or services, or increased traffic on roadways. Indirect impacts are addressed in other sections of this EIR.

5.9.1 Environmental Setting

5.9.1.1 REGULATORY SETTING

State and regional laws, regulations, plans, or guidelines that are potentially applicable to the Proposed Project are summarized below.

The Project Site is in the City of Los Angeles, but the property is owned by the County and is not subject to the City's land use regulations. At the same time, the Project Site is not specifically addressed by the County General Plan because it is within the City limits. Therefore, there are no adopted land use plans that are applicable to the Project Site. However, this section will evaluate the Project's consistency with County plan policies. Also, as part of the inter-jurisdictional consultation process required in Section 65402 of the California Government Code, this EIR section addresses the Proposed Project's consistency with City of Los Angeles land use plans and policies.

State

California Government Code

Section 65402 of the California Government Code states that if a city general plan has been adopted, a county cannot authorize or construct a building within the corporate limits of the city until the city's planning agency has received and reported upon the project's conformity with the city's general plan. The planning agency has 40 days to report on the conformity with the general plan, and failure to timely respond becomes a conclusive determination that the project conforms to the city general plan.

Senate Bill 375

SB 375, signed by California Governor Schwarzenegger on September 30, 2008, provides a planning process that coordinates land use planning, regional transportation plans, and funding priorities in order to help California meet GHG reduction goals established in AB 32 (discussed in detail in Section 5.6, *Greenhouse Gas*

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Emissions). SB 375 requires regional transportation plans, developed by MPOs to incorporate an “sustainable communities strategy” (SCS) into its regional transportation plan. The SCS is intended to demonstrate how the coordination of land use and transportation planning efforts may achieve GHG emissions reduction targets set by AB 32. If an SCS cannot achieve the GHG emissions target, the MPO is required to adopt an “alternative planning scenario” that will demonstrate what would need to be done to achieve the GHG emissions reduction target and to define the barriers to accomplishing the reduction.

Regional Plans

Southern California Association of Governments

SCAG is a council of governments representing Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura counties. SCAG is the federally recognized MPO for this region, which encompasses over 38,000 square miles. SCAG is a regional planning agency and a forum for addressing regional issues concerning transportation, the economy, community development, and the environment. SCAG is also the regional clearinghouse for projects requiring environmental documentation under federal and state law. In this role, SCAG reviews proposed development and infrastructure projects to analyze their impacts on regional planning programs. As the Southern California region’s MPO, SCAG cooperates with SCAQMD, Caltrans, and other agencies in preparing regional planning documents. SCAG has developed regional plans to achieve specific regional objectives. The plans most applicable to the Proposed Project are discussed below.

Regional Comprehensive Plan

The Regional Comprehensive Plan (RCP) is an advisory plan prepared by SCAG that addresses important regional issues like housing, traffic/transportation, water, and air quality. The RCP serves as an advisory document to local agencies in the Southern California region for their information and voluntary use for preparing local plans and handling local issues of regional significance. It presents a vision of how Southern California can balance resource conservation, economic vitality, and quality of life, and identifies voluntary best practices to approach growth and infrastructure challenges in an integrated and comprehensive way (SCAG 2008).

Regional Transportation Plan/Sustainable Communities Strategy

On April 7, 2016, SCAG adopted the 2016–2040 RTP/SCS. The 2016-2040 RTP/SCS is a long-range visioning plan that balances future mobility and housing needs with economic, environmental, and public health goals. The 2016–2040 RTP/SCS provides an overarching strategy to grow in more compact communities in existing urban areas, providing neighborhoods with efficient and plentiful public transit, abundant and safe opportunities to walk, bike and pursue other forms of active transportation, and preserving more of the region’s remaining natural lands for people to enjoy. It includes a strong commitment to achieve state-mandated reductions in greenhouse gas emissions (per SB 375) through decreases in per capita vehicle miles traveled regionally. The 2016–2040 RTP/SCS reaffirms the 2008 Advisory Land Use Policies that were incorporated into the 2012 RTP/SCS and provides a blueprint for a maturing region in which people benefit from increased mobility, more active lifestyles, increased economic opportunity, and an overall higher quality of life (SCAG 2015c).

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High Quality Transit Areas

Starting with the adoption of the 2012 RTP/SCS, the areas previously known as 2% Strategy Opportunity Areas were updated by SCAG and renamed “high quality transit areas” (HQTAs), which are a part of and integrated into the SCS portion of the 2016-2040 RTP/SCS. An HQTA is generally a walkable transit village or corridor that is within a half mile of a well-served transit stop or a transit corridor with a service frequency of 15 minutes or less during peak commute hours. The overall land use pattern of the 2016-2040 RTP/SCS focuses jobs and housing in the region’s designated HQTAs. The Project Site is in an HQTA. Separate goals, policies, or guidelines have not been adopted for HQTAs.

Regional Housing Needs Assessment

SCAG’s Regional Housing Needs Assessment (RHNA) provides an allocation of the existing and future housing needs by jurisdiction, which is based on income level; existing housing needs within each city and county; and the fair share allocation of the projected regional population growth. The RHNA is used for land use planning; developing local housing programs; prioritizing local resource allocation; addressing identified existing housing deficiencies; and accommodating future housing needs resulting from population, employment, and household growth. The 5th-cycle RHNA Allocation Plan, which covers the planning period from October 2013 to October 2021, was adopted by the Regional Council on October 4, 2012. This RHNA Allocation Plan shows that the City of Los Angeles has a future housing need of 82,002 new dwelling units (SCAG 2012).

Habitat Conservation Plans and Natural Community Conservation Plans

The Project Area is not within the plan area of any habitat conservation plan or Natural Community Conservation Plan (HCP/NCCP). There is one Natural Community Conservation Plan in the County, the Rancho Palos Verdes HCP/NCCP, which is approximately 20 miles south of the Project Area. There are no habitat conservation plans in the City of Los Angeles (USFWS 2014).

County

County General Plan

The County Board of Supervisors approved the General Plan Update in March 2015. The General Plan 2035 serves as the land use policy for the unincorporated areas of the County and was developed in accordance with five guiding principles: smart growth; sufficient community services and infrastructure; strong and diverse economy; excellent environmental resource management; and healthy, livable and equitable communities. The elements of the General Plan discuss issues affecting the County and outline goals, policies, and implementation programs that address the needs of the County and achieve its long-range vision for growth and development.

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City

City of Los Angeles General Plan

The City of Los Angeles' Citywide General Plan Framework Element establishes the broad overall policy and direction for the entire general plan. It provides a citywide context and a comprehensive long-range strategy to guide the comprehensive update of the general plan's other elements. The Framework Element was approved by the City Planning Commission on July 27, 1995, and readopted on August 8, 2001. The City's 35 community plans collectively compose the land use element of the general plan. Community plans guide the physical development of neighborhoods by establishing the goals and policies for land use. The Project Site is in the Central City North Community Plan area. The Central City North Community Plan was adopted on December 15, 2000, and spans about 2.6 square miles of the northern and eastern parts of central Los Angeles, adjacent to downtown Los Angeles, that include the communities of Chinatown and the Arts District. The Central City North Community Plan area is bounded by the Los Angeles River to the east; the City of Vernon to the south; Alameda Street, Cesar Chavez Avenue, Sunset Boulevard, and Marview Avenue to the west; and Stadium Way, Lilac Terrace, and North Broadway to the north.

Cornfield Arroyo Seco Specific Plan and Redevelopment Plan (CASP) is located immediately north of the Project Site across the railroad tracks. The approximately 660-acre Cornfield Arroyo Seco Specific Plan consists of portions of the Central City North, Northeast, and Silverlake-Echo Park Community Plan areas and includes two of the opportunity areas identified in the Los Angeles River Revitalization Master Plan: the Cornfield and Arroyo Seco. CASP created a series of mixed-use zoning districts that allow developers to combine retail, residential, commercial, civic, and industrial uses. CASP is divided into four generalized land use categories: public facility, open space, residential multi-family, and hybrid industrial. CASP designates the area north of the Project Site as Urban Center Zone, Urban Innovation Zone, Urban Village Zone, and Public Facilities that allow a flexible range of residential and nonresidential land uses.

5.9.1.2 EXISTING CONDITIONS

Onsite Land Uses

The 17.7-acre Project Site is bounded by Bauchet Street on the south and east; North Vignes Street on the southwest; and railroad tracks on the northwest and north. The Project Site is developed as the existing MCJ. Figure 3-3, *Existing Project Site Diagram*, provides an overview of the existing facilities on the Project Site. The Project Site is currently developed with the following facilities:

- MCJ: A 1960s-era jail facility on the south and a 1970s-era jail facility on the north with a combined building area of 935,150 gross square feet and 5,108 beds housing high-and medium-security inmates.
- A 4-story parking structure and bus maintenance facility in the northern part of the Project Site (256,491 square feet).
- Central arraignment court (83,693 square feet).

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- A 2-story parking structure in the southeast part of the Project Site (384,756 square feet).
- Infirmary: two structures in the west-central part of the Project Site, which are used for diabetic inmates requiring daily medical care and inmates who require the assistance of wheelchairs or crutches (LASD 2014).
- Central heating plant in the west-central part of the Project Site.
- Secure bus loading yard, a surface parking lot in the northwest part of the Project Site.
- A pedestrian bridge connects the two MCJ buildings to the TTCF south of the Project Site and across Bauchet Street.

The remainder of the Project Site consists of surface parking lots and landscaping.

The Project Site is in the City of Los Angeles, but the property is owned by the County and is not subject to the City of Los Angeles' land use regulations. At the same time, the Project Site is not specifically addressed by the County General Plan because it is within the city limits. Therefore, although there are no adopted land use plans that are applicable to the Project Site, the City plan and zoning designations are described for information.

The land use designation for the Project Site in the City of Los Angeles General Plan is Public Facilities. The Project Site is in the Central City North Community Plan's Government Support subarea, bounded by Ducommon Street, the Los Angeles River, N. Main Street, and Alameda Street. This subarea is characterized by City and County uses such as the MCJ, TTCF, Piper Technical Center, and Department of Water and Power yards. The William Mead Housing complex is located off Main Street and is the only housing component in this subarea.

The City zoning district for the Project Site is PF-1XL-RIO (Public Facilities zoning district within the River Improvement Overlay District). The designation 1XL indicates "Extra Limited Height District" for residential development within the designated zoning district. The River Improvement Overlay District (RIO) (ZI-2358), which encompasses all of the neighborhoods in the City of Los Angeles next to the Los Angeles River, requires new projects to achieve points in three design categories: Watershed, Urban Design, and Mobility. The RIO also provides guidelines for "complete" streets and includes a mobility strategy to ensure that the needs of pedestrians, bicyclists, transit riders, and vehicle drivers are considered when major projects or street improvements are undertaken.

The Project Site is also within the ZI-2129 East Los Angeles State Enterprise Zone (SEZ). The City has three SEZs: Los Angeles-Hollywood, East Los Angeles, and Harbor Gateway Communities. Each SEZ provides business owners within the zone boundaries with state incentives such as tax credits and deductions for hiring eligible employees, credits for sales and use taxes paid on qualifying machinery and electronic equipment, additional business expense deductions, and credits to lenders for loans made to Enterprise Zone businesses.

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Surrounding Land Uses

The Project Site is in a portion of central Los Angeles dominated by institutional and civic uses and two major transportation facilities—Los Angeles Union Station and Union Pacific Railroad rail yard. This portion of central Los Angeles is surrounded by the communities of Chinatown to the west, Lincoln Heights to the east, and the Arts District to the south. Specifically, the Project Site is surrounded by the following uses:

South: Twin Towers Correctional Facility operated by the LASD and a central cooling plant serving the MCJ facility and the TTCF. Two TTCF towers are 181 feet high and topped by helipads. Beyond the TTCF to the south is the Metro Bus Operation and Maintenance Facility at the northeast corner of E. Cesar E. Chavez Avenue and North Vignes Street. The approximately 398 feet tall Metro Gateway Building is located on the southwest corner of E. Cesar E. Chavez Avenue and North Vignes Street. These uses are shown in Figure 4-1, *Surrounding Land Uses*.

East: A 10-story, 106-foot parking structure for the TTCF and a 2-story parking structure and maintenance and repair facility for Metro. Beyond the Metro facility is the Los Angeles River, approximately 450 feet east of the Project Site. A Union Pacific Railroad rail yard is located adjacent to the Los Angeles River to the east.

North and northwest: Railroad tracks bound the Project Site to the north and west, and beyond the railroad tracks a variety of uses include, but are not limited to, a vacant lot, a recycling center, a supermarket, and William Mead Homes. The railroad tracks are the lead tracks for all trains going in and out of Los Angeles Union Station.

West and southwest: Various small service uses such as bail bonds and attorney services are located at the southwest corner of Bauchet Street and North Vignes Street. Farther to the south is Union Station. Metrolink and Amtrak passenger trains operate daily (i.e., 24 hours a day and seven days a week) in both directions from LA Union Station. Metro's bus, light, and heavy rail services are also provided. C. Erwin Piper Technical Center is approximately 0.2 mile to the southwest.

5.9.1.3 SPRING STREET PARKING STRUCTURE SITE (OPTION 1)

Onsite Land Uses

The SSPS Site is developed as a surface parking lot for the County and public use. There are 255 parking spaces, of which 93 are reserved for County employees and 162 are available for public parking.

The SSPS Site is designated as Regional Commercial by the City's general plan and is in the Central City North Community Plan in the Chinatown subarea. The Chinatown subarea is bounded by N. Main Street, Bernard Street, SR-110, Yale Street, and Cesar Chavez Avenue and is the commercial hub of Central City North. Restaurants and businesses dominate the major arterials, and residential complexes are mixed in with commercial along the western boundaries of this subarea. The Chinatown Redevelopment Project was adopted on January 23, 1980, and covers 303 acres. The Chinatown Redevelopment Project seeks to eliminate blight, create affordable housing, and maintain the area's prominence as the focal point of commerce and culture for the Chinese population of Southern California.

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The SSPS Site is zoned “C2-2” (Commercial Zone District, Height District No. 2). According to City of Los Angeles Municipal Code, Section 12.14(A)(24), the C2 zoning district permits parking buildings and all buildings containing automobiles as primary or accessory uses. The total floor area in all the buildings on a lot in Height District No. 2 is not permitted to exceed six times the buildable area of the lot. The site is also within ZI-1084, Chinatown Redevelopment Project area, and ZI-2129, East Los Angeles State Enterprise Zone.

Surrounding Land Uses

The SSPS Site is surrounded by a variety of commercial uses, including restaurants and retail uses, surface parking lots, and a County Fleet Services facility occupying much of the block east of the site across Spring Street.

5.9.1.4 VIGNES LOT (OPTION 2)

Onsite Uses

The Vignes Lot is vacant and there are no existing uses. This site is in the Central City North Community Plan area and designated as Heavy Manufacturing by the City of Los Angeles General Plan. The zoning designation is M3-1-RIO (Heavy Industrial). As with the Project Site, the Vignes Lot is in the ZI-2358 River Improvement Overlay District. The M3 (Heavy Industrial) zoning designation permits a parking structure. There is no height restriction or minimum yard requirement in the M3 zoning designation.

Surrounding Land Uses

The Vignes Lot is bordered by 120-foot railroad tracks to the south and the MCJ is beyond the railroad tracks. US postal service building and surface parking lot uses are to the west across North Vignes Street, and various manufacturing and industrial uses surround the Vignes Lot to the north and east, including, but not limited to US Drop Forge Inc. to the north across N. Alhambra Street and Los Angeles Recycling Center to the east across E. College Street.

5.9.2 Thresholds of Significance

According to Appendix G of the CEQA Guidelines, a project would normally have a significant effect on the environment if the project would:

- LU-1 Physically divide an established community.
- LU-2 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.
- LU-3 Conflict with any applicable habitat conservation plan or natural community conservation plan.

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5.9.3 Plans, Programs, and Policies

There are no applicable project design features or regulatory requirements related to land use and planning.

5.9.4 Environmental Impacts

The following impact analysis addresses thresholds of significance and the applicable thresholds are identified in brackets after the impact statement.

Impact 5.9-1: Project implementation would not physically divide an established community. [Threshold LU-1]

Impact Analysis: The Proposed Project involves redevelopment of the existing MCJ facilities. The Proposed Project would replace and convert the existing MCJ facilities with the CCTF operation, including, but not limited to the Correctional Treatment Center, Inmate Reception Center, Central Arraignment Court, and related services. The Proposed Project would include an offsite parking structure near the Project Site depending on the option selected. The proposed development would not physically divide an established community. No impact would occur.

Spring Street Parking Structure Site (Option 1)

The SSPS Site is currently developed with a surface parking lot and would continue to be used for parking. The Proposed Project would construct a multistory parking structure on the SSPS Site to be used by employees and visitors to MCJ and TTCF during construction. After completion of the CCTF, the parking structure would be used by other County facilities and the public. The new parking structure would be constructed in scale with the surrounding built environment, sensitive to maintaining the existing community characteristic. The major surrounding area use is the County Fleet Services facility that occupies much of the block east of the SSPS Site. The new parking structure would not affect land uses in the Project Vicinity and would not physically divide an established community. No impact would occur.

Vignes Lot (Option 2)

The Vignes Lot is currently vacant and is surrounded by various industrial, manufacturing, and distribution uses. The Proposed Project would construct a multistory parking structure on the Vignes Lot to be used by employees and visitors to MCJ and TTCF. Additionally, a pedestrian connection between the Vignes Lot and the CCTF would be constructed. The heavy manufacturing character of the project area would not be lost due to the Vignes Lot development. The new parking structure would not affect land uses in the Project Vicinity and would not physically divide an established community. No impact would occur.

Level of Significance before Mitigation: No impacts related to Impact 5.9-1 would occur.

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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 County General Plan, the Central City North Community Plan, or SCAG regional plans) adopted for the purpose of avoiding or mitigating an environmental effect. [Threshold LU-2]

Impact Analysis: The Project Site currently operates as the County MCJ, and the Proposed Project would improve the existing operations and provide better health care and mental health treatment to benefit both female and male inmate-patient population. The Proposed Project would reduce total bed capacity at the existing site but increase staffing to provide specialized care and treatment, with emphasis on integrated treatment rather than traditional incarceration. Although the Project Site is in the incorporated City of Los Angeles, as County-owned property, the Project Site is under the jurisdiction of the County, and the City's adopted land use provisions and policies are not applicable. However, the County General Plan does not specifically address the Project Site because it is within the City limits. Therefore, there are no adopted land use plans that are applicable to the Project Site. Consistent with the consultation process in Section 65402 of the California Government Code, this EIR section addresses the Project's consistency with the City of Los Angeles' land use plans and policies.

The Project Site is designated Public Facilities by the City of Los Angeles General Plan. City of Los Angeles Municipal Code Section 12.04.09 states that "Public Facilities" designation is to provide regulations for the use and development of publicly owned land in order to implement the City's adopted General Plan, including, the circulation and service systems designations in the City's adopted district and community plans, and other relevant General Plan elements, including the circulation, public recreation and service systems elements. Public Facilities designation in the Central City North Community Plan generally refers to facilities such as fire stations, libraries, parks, schools, and police stations, and its intent is to develop public facilities in substantial conformance with the standards of needs, site area, design, and general location identified in the Service Systems Element and the Safety Element of the General Plan. However, the Central City North Community Plan's Government Support subarea does not identify any specific goals or policies for the Project Site. The Service Systems Element and Safety Element of the City of Los Angeles General Plan also do not mention the MCJ facilities. The Project Site is in the Public Facilities zoning district (PF-1XL-RIO), where correctional or penal institutions are permitted uses with a conditional use permit. Because the Project Site is under the jurisdiction of the County and the City's zoning designation is not applicable, no conditional use permit or height restriction provisions would be necessary for the redevelopment of the Project Site.

Because the Project Site is already developed and operated as a county jail facility and would continue to operate as a county correctional facility without the need for amendments to land use designations or provisions, the Proposed Project would not conflict with any applicable land use plans or regulations. Furthermore, the Proposed Project would provide improved rehabilitative correctional environment for special populations while meeting the requirements of the mental health services in the County jail system and also the Americans with Disabilities Act.

Although there are no adopted land use plans that are applicable to the Project Site, in order to inform the consultation process in Section 65402 of the California Government Code, this EIR section addresses the Project's consistency with the City's, County's, and SCAG's land use goals and objectives.

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Consistency with Central City North Community Plan

Table 5.9-1 provides a consistency analysis for the Proposed Project with the City’s Central City North Community Plan’s overall goals and objectives. As shown in Table 5.9-1, development of the CCTF and the SSPS or the Vignes Lot parking option would not conflict with the stated goals and objectives of the Central City North Community Plan, because the CCTF would be replacing the existing MCJ with a mental and medical health treatment facility with a smaller number of inmate-patient beds, the SSPS would be replacing the existing surface parking lot with the same use but increased parking capacity, and the Vignes Lot is vacant and is in a heavy industrial area that allows a parking structure and other non-custodial uses of the CCTF. Continuation of the existing uses with improved facilities and operational practices would not impact the City’s ability to further plan goals and objectives of other sites in the area.

Table 5.9-1 City of Los Angeles General Plan Consistency (Central City North Community Plan)

Community Plan Goal and Objectives	Project Consistency
<p>Goal 1. A safe, secure, and high quality residential environment for all economic, age, and ethnic segments of the community.</p>	<p>Consistent: The Proposed Project involves replacement of existing MCJ facility—which has been part of the community since the 1960s—with the CCTF. The provision of an enhanced medical and mental health treatment facility would not affect the residential character or integrity of the existing residential neighborhood. No housing would be demolished or require replacement elsewhere. The Project Site is surrounded by industrial uses, except for the William Mead Homes across the railroad tracks, which is a public housing development. William Mead Homes is part of the Cornfield Arroyo Seco Specific Plan and Redevelopment Plan and is designated by the City’s General Plan as Hybrid Industrial. Zoning for the existing William Mead Homes include Urban Village zoning district, described as areas appropriate for a mixture of residential and nonresidential land uses. The treatment center would be on the Project Site and would not adversely impact existing or future residential development in the area any more than the existing MCJ.</p>
<p>Objective 1-1: To provide for the preservation of existing housing and for the development of new housing to meet the diverse economic and physical needs of the existing residents and projected population of the Central City North Plan area to the year 2010.</p>	
<p>Objective 1-2: To locate new housing in a manner which reduces vehicular trips and makes it accessible to services and facilities.</p>	
<p>Objective 1-3: To preserve and enhance the varied and distinct residential character and integrity of existing residential neighborhoods.</p>	
<p>Objective 1-4: To promote and insure the provision of adequate housing for all persons regardless of income, age, or ethnic background.</p>	<p>SSPS Site (Option 1) Consistent: The SSPS Site is in Chinatown and is developed as a parking lot. Various urban uses are in the area, such as commercial, industrial, institutional, and residential. If this option is selected, provision of additional parking spaces would improve the parking situation in the area. Development of a parking structure would not conflict with providing a quality residential environment for existing or future residential development in Chinatown.</p>
	<p>Vignes Lot (Option 2) Consistent: The Vignes Lot is approximately 200 feet to the northwest of the Project Site and surrounded by heavy manufacturing, industrial, and distribution uses that do not typically support residential uses. This site is vacant, and development of a parking structure under this option would not conflict with providing a quality residential environment for existing or future residential development in the area.</p>

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Table 5.9-1 City of Los Angeles General Plan Consistency (Central City North Community Plan)

Community Plan Goal and Objectives	Project Consistency
<p>Goal 2. A strong and competitive commercial sector which best serves the needs of the community through maximum efficiency and accessibility while preserving the historic commercial and cultural character of the district.</p> <p>Objective 2-1: To conserve and strengthen viable commercial development in the community and to provide additional opportunities for new commercial development and services.</p> <p>Objective 2-2: To attract uses which strengthen the economic base and expand market opportunities for existing and new businesses.</p> <p>Objective 2-3: To enhance the identity of distinctive commercial districts and to identify pedestrian oriented districts.</p> <p>Objective 2-4: To enhance the appearance of commercial districts.</p>	<p>Consistent: The Proposed Project would replace the existing MCJ facility with the CCTF, an enhanced treatment facility that would not affect the existing or future commercial development in the community. Various types of commercial and industrial uses are in the area, and the continued use of the Project Site as a jail and treatment facility would not adversely change these businesses directly or indirectly. The Proposed Project would not adversely impact the existing or future commercial businesses in the area any more than the existing MCJ.</p> <p>SSPS Site (Option 1) Consistent: The SSPS Site is in a highly urbanized area with various commercial and industrial uses that require parking. Provision of additional parking capacity under this option would improve opportunities for new commercial development and services.</p> <p>Vignes Lot (Option 2) Consistent: The Vignes Lot is currently vacant and is surrounded by heavy manufacturing, industrial, and distribution uses. If this option is selected, development and operation of a parking structure would not affect the existing or future commercial development in the community. The Vignes Lot was historically used as an engine manufacturing facility and oil well manufacturer until all uses were demolished in the mid-2000s. Therefore, the development would not adversely impact the existing or future commercial businesses in the area or create challenges.</p>
<p>Goal 3. Sufficient land for a variety of industrial uses with maximum employment opportunities which are safe for the environment and the work force and which have minimal adverse impact on adjacent uses.</p> <p>Objective 3-1: To provide for existing and future industrial uses which contribute job opportunities for residents and which minimize environmental and visual impacts to the community.</p> <p>Objective 3-2: Encourage the continued development and maintenance of the artists-in-residence community in industrial areas of the proposed redevelopment plan areas and of the plan, as appropriate.</p> <p>Objective 3-3: To retain industrial plan designations to maintain the industrial employment base for community residents and to increase it whenever possible.</p>	<p>Consistent: The Proposed Project would replace the existing MCJ facility with the CCTF. Industrial uses surround the Project Site, and the continued use of the Project Site as a jail facility with enhanced treatment capability would not directly or indirectly affect industrial uses. The Proposed Project would not conflict with any of the industrial land use designations in the area or affect employment opportunities. The Proposed Project would not impact the existing or future industrial businesses in the area.</p> <p>SSPS Site (Option 1) Consistent: The SSPS Site is in a highly urbanized area with various commercial and industrial uses that require parking. Under this option, provision of additional parking capacity would improve opportunities for new industrial development in the area.</p> <p>Vignes Lot (Option 2) Consistent: The Vignes Lot was historically used for manufacturing. However, the uses were all demolished in the mid-2000s and the site has been vacant. The area surrounding the Vignes Lot is heavy manufacturing, and the Vignes Lot development would be compatible with the surrounding uses. If this option is selected, employment opportunities or industrial land use designations in the nearby areas would not be affected by a parking structure development. The Vignes Lot development would not impact the existing or future industrial businesses in the area.</p>

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Table 5.9-1 City of Los Angeles General Plan Consistency (Central City North Community Plan)

Community Plan Goal and Objectives	Project Consistency
<p>Goal 4. Adequate recreation and park facilities which meet the needs of the residents in the Plan Area.</p> <p>Objective 4-1: To conserve, maintain and better utilize existing recreation and park facilities which promote the recreational needs of the community.</p>	<p>Not Applicable: The Proposed Project would replace the existing MCJ facility with the CCTF and would not involve growth-inducing development that could create demands for recreational and park facilities. The Proposed Project would not impact the existing or future recreational and park facilities in the area.</p> <p>SSPS Site (Option 1) Not Applicable: Under this option, the SSPS would replace the existing surface parking lot and would not create demand for recreational and park facilities.</p> <p>Vignes Lot (Option 2) Not Applicable: Under this option, the Vignes Lot parking structure and/or other non-custodial project-related uses would serve the CCTF and TTCF and would not create any demands for community recreational and park facilities. The development and operation of a parking structure on a vacant site would not impact the existing or future recreational and park facilities in the area.</p>
<p>Goal 5. A community with sufficient open space in balance with development to serve the recreational, environmental and health needs of the community and to protect environmental and aesthetic resources.</p> <p>Objective 5-1: To preserve existing open space resources and where possible develop new open space.</p> <p>Objective 5-2 To ensure the accessibility, security and safety of parks by their users, particularly families with children and senior citizens.</p>	<p>Not Applicable: The Proposed Project would replace the existing MCJ facility with the CCTF. The Project Site and surrounding areas are highly urbanized, and no open space exists in the Project Vicinity. No open space would be impacted by the Project's implementation.</p> <p>SSPS Site (Option 1) Not Applicable: Under this option, the SSPS would replace the existing surface parking lot and would not create demand for open space.</p> <p>Vignes Lot (Option 2) Not Applicable: The Vignes Lot and surrounding areas are highly urbanized, and no open space exists near the Vignes Lot. Under this option, no open space would be impacted by the parking structure.</p>
<p>Goal 6. Appropriate locations and adequate facilities for schools to serve the needs of the existing and future population.</p> <p>Objective 6-1: To site schools in locations complementary to existing land uses, recreational opportunities and community identity.</p>	<p>Not Applicable: The Proposed Project would not create any demand for school facilities.</p> <p>SSPS Site (Option 1) Not Applicable: Under this option, the SSPS would replace the existing surface parking lot and would not create demand for school facilities.</p> <p>Vignes Lot (Option 2) Not Applicable: Under this option, the Vignes Lot parking structure and/or other non-custodial project-related uses would serve the CCTF and TTCF visitors and employees, and would not create any demand for school facilities.</p>

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Table 5.9-1 City of Los Angeles General Plan Consistency (Central City North Community Plan)

Community Plan Goal and Objectives	Project Consistency
<p>Goal 7. Ensure that adequate library facilities are provided for the community's residents.</p> <p>Objective 7-1: To encourage the City's Library Department to provide adequate library service which responds to the needs of the community.</p>	<p>Not Applicable: The Proposed Project would not create any demand for library facilities.</p> <p>SSPS Site (Option 1) Not Applicable: If this option is selected, the SSPS would replace the existing surface parking lot and would not create demand for library facilities.</p> <p>Vignes Lot (Option 2) Not Applicable: If this option is selected, the parking structure development would not create any demand for library facilities.</p>
<p>Goal 8. A community with adequate Police facilities and services to protect the Community's residents from criminal activity, reduce the incidence of crime and provide other necessary law enforcement services.</p> <p>Objective 8-1: To provide adequate police facilities and personnel to correspond with population and service demands in order to provide adequate police protection.</p> <p>Objective 8-2: To increase the community's and the Police Departments ability to minimize crime and provide adequate security.</p>	<p>Consistent: The Proposed Project would provide improved medical and mental health services, including substance use disorder to reduce recidivism and support re-entry. Providing these treatment services would help to reduce criminal activity and reduce incidence of crime in the long-term, and consequently, reduce police services demands. The Proposed Project would also provide improved CCTF security and surveillance through physical design.</p> <p>SSPS Site (Option 1) Consistent: If this option is selected, the SSPS would replace the existing surface parking lot and provide parking opportunities with enhanced surveillance equipment. The parking structure would not adversely affect the police department's ability to provide adequate security in the area.</p> <p>Vignes Lot (Option 2) Consistent: The Vignes Lot is vacant, and under this option, the proposed parking structure would provide adequate security. Increased activities in and around the parking structure would also provide enhanced surveillance. A parking structure for the CCTF and TTCF would not adversely affect the police department's ability to provide adequate security in the area.</p>
<p>Goal 9. Protect the community through a comprehensive fire and life safety program.</p> <p>Objective 9-1: Ensure that fire facilities and fire protection services are sufficient for the existing and future population and land uses of Central City North.</p>	<p>Consistent: The Proposed Project would comply with state, County, and first responder City fire and life safety requirements for the development and implementation of a fire suppression preplan, an evacuation plan, a plan for the emergency housing of inmate-patients in the case of fire, and a manual for emergency procedures. The Proposed Project would provide new and improved fire and emergency response systems.</p> <p>SSPS Site (Option 1) Consistent: If this option is selected, the SSPS would comply with state, County, and first responder City fire and life safety requirements.</p> <p>Vignes Lot (Option 2) Consistent: If this option is selected, the Vignes Lot parking structure and/or other non-custodial project-related uses would comply with state, County, and first responder City fire and life safety requirements.</p>

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Table 5.9-1 City of Los Angeles General Plan Consistency (Central City North Community Plan)

Community Plan Goal and Objectives	Project Consistency
<p>Goal 10. Develop a public transit system that improves mobility with convenient alternatives to automobile travel.</p>	<p>Consistent. The Proposed Project would use the existing roadway network and public transit and would not change the existing transit system or other mobility system in the area.</p> <p>SSPS Site (Option 1) Consistent: If this option is selected, development of the SSPS would not physically obstruct the City’s goal of developing a public transit system. The SSPS Site is already developed as a parking lot and would not adversely affect any public transit systems that currently serve the SSPS Site. Although it would increase the number of parking spaces available for downtown Los Angeles, it would accommodate the existing needs but would not adversely affect provision of convenient alternative mobility opportunities in the City.</p> <p>Vignes Lot (Option 2) Consistent. If this option is selected, development of the Vignes Lot parking structure and/or other non-custodial project-related uses would not physically obstruct the City’s goal of developing a public transit system. The parking structure would accommodate the existing parking demands from CCTF and TTCF and would not adversely affect provision of convenient alternative mobility opportunities in the City.</p>
<p>Objective 1-1: To encourage improved local and express bus service through the Central City North community and encourage park-and-ride facilities to interface with freeways, high occupancy vehicle (HOV) facilities and rail facilities.</p>	<p>Consistent: Union Station is within 0.25 mile of the Project Site, and the nearest bus stop is near the corner of Cesar E Chavez Avenue, approximately 0.15 mile to the south. The Project Site is served by Metro’s light rail tracks and bus systems. Metrolink and other Amtrak regional passenger rail services are also provided from Union Station. The Proposed Project would include video visitation stations and video interview rooms to decrease vehicle trips to the Project Site. The County Code (Chapter 5.9, Vehicle Trip Reduction) also requires the County to implement an Employee Commute Reduction Plan (ECRP), commonly known as the Rideshare Plan, to reduce VMT. In compliance with the County requirement, the Proposed Project would incorporate PDF TRAN-1 to implement and consider expanding the existing menu of MCJ’s Transportation Demand Management (TDM) measures to reduce VMT.</p> <p>SSPS Site (Option 1) Consistent: If this option is selected, the parking structure would replace the existing surface parking lot and would not change any offsite circulation pattern, including bus or rail systems. The parking structure development would not conflict with providing improved local and express bus service.</p> <p>Vignes Lot (Option 2) Consistent: Under this option, the Vignes Lot development and operation would not change any local bus or rail systems, and therefore would not conflict with providing improved local and express bus service.</p>

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Table 5.9-1 City of Los Angeles General Plan Consistency (Central City North Community Plan)

Community Plan Goal and Objectives	Project Consistency
<p>Goal 11. A well maintained, safe, efficient freeway, highway, and street network.</p> <p>Objective 11-1: That signalized intersections are integrated with the City's ATSAC system by the year 2010.</p>	<p>Not Applicable. The Proposed Project would use the existing roadway network and public transit and would not change the existing transit system or other mobility system in the area.</p> <p>SSPS Site (Option 1) Not Applicable: If this option is selected, the SSPS would use the existing roadway network and would not change the existing transit system or other mobility system in the area.</p> <p>Vignes Lot (Option 2) Not Applicable: If this option is selected, the Vignes Lot development would use the existing roadway network and would not change the existing transit system or other mobility system in the area.</p>
<p>Goal 12. Encourage alternative modes of transportation to the use of single occupant vehicles (SOV) in order to reduce vehicular trips.</p> <p>Objective 12-1: To pursue transportation management strategies that can maximize vehicle occupancy, minimize average trip length, and reduce the number of vehicle trips.</p>	<p>Consistent: Union Station is within 0.25 mile of the Project Site, and the nearest bus stop is near the corner of Cesar E Chavez Avenue, approximately 0.15 mile to the south. The Project Site is served by Metro's light rail tracks and bus systems. Metrolink and Amtrak regional passenger rail services are also provided from Union Station. The Proposed Project would include video visitation stations and video interview rooms to decrease vehicle trips to the Project Site. Consistent with the County Code (Chapter 5.90, Vehicle Trip Reduction Requirements) and the County ECRP, commonly known as the Rideshare Plan, the Proposed Project would incorporate PDF TRAN-1 to implement and consider expanding the existing menu of MCJ's TDM measures to reduce VMT.</p> <p>SSPS Site (Option 1) Consistent: If this option is selected, the parking structure development would not encourage or discourage alternative modes of transportation in the area. The parking structure would serve the parking needs at the MCJ during construction as well as area parking needs and would not itself create or reduce vehicle trips. The parking structure would serve the existing needs and would not adversely change any transportation management strategies.</p> <p>Vignes Lot (Option 2) Consistent: If this option is selected, the parking structure development would not encourage or discourage alternative modes of transportation in the area. The parking structure would serve the parking needs at the CCTF and TTCF and would not itself create or reduce vehicle trips. The parking structure would serve the existing needs and would not adversely change any transportation management strategies.</p>
<p>Goal 13. A system of safe, efficient and attractive bicycle and pedestrian routes.</p> <p>Objective 13-1: To promote an adequate system of bikeways for commuter, school, and recreational use.</p> <p>Objective 13-2: To promote pedestrian oriented mobility and the utilization of the bicycle for commuter, school, recreational use, economic activity, and access to transit facilities.</p>	<p>Not Applicable. The Proposed Project would be consistent with SB 375 and would not adversely affect the transportation system in the area. Project impacts on the local street system are discussed in Section 5.12, <i>Transportation and Traffic</i>.</p> <p>SSPS Site (Option 1) Consistent: If this option is selected, the SSPS would replace the existing surface parking lot and would not change the existing bicycle and pedestrian routes in the area. The SSPS Site has two street</p>

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Table 5.9-1 City of Los Angeles General Plan Consistency (Central City North Community Plan)

Community Plan Goal and Objectives	Project Consistency
	<p>fronts with sidewalks that would continue to provide pedestrian mobility. The parking structure development would not conflict with promoting adequate bikeway and pedestrian-oriented facilities in the area.</p> <p>Vignes Lot (Option 2) <i>Not Applicable.</i> If this option is selected, the parking structure would be constructed in conjunction with the CCTF to accommodate the CCTF and TTCF parking needs. The development would be consistent with SB 375 and would not adversely affect the transportation system in the area. The parking structure development would not conflict with promoting adequate bikeway and pedestrian-oriented facilities in the area. Project impacts on the local street system are discussed in Section 5.12, <i>Transportation and Traffic</i>.</p>
<p>Goal 14. A sufficient system of well designed and convenient on-street parking and off street parking facilities throughout the Plan area.</p> <p>Objective 14-1: To provide parking in appropriate locations in accord with Citywide standards and community needs.</p>	<p>Consistent: No on-street parking is allowed along Bauchet Street currently and would not be allowed when the project is completed.</p> <p>Under the SSPS option, the CCTF would provide adequate onsite parking structure for the employees and visitors. An offsite interim parking structure at Spring Street would also be provided to ensure adequate parking is provided during construction.</p> <p>Under the Vignes Lot option, an offsite parking structure would be constructed on the Vignes Lot with a pedestrian a pedestrian connection between the Vignes Lot and the CCTF. Therefore, adequate parking would be provided to meet the community needs.</p> <p>SSPS Site (Option 1) Consistent: If this option is selected, the SSPS would provide needed parking capacity for the MCJ during construction and for other County facilities in the area once the CCTF is constructed.</p> <p>Vignes Lot (Option 2) Consistent: If this option is selected, the parking structure would be constructed to provide adequate parking supply for the CCTF and the TTCF. A pedestrian connection between this parking structure and the CCTF would be provided consisting of 1) pedestrian improvements on North Vignes Street; or 2) a bridge over the railroad tracks connecting the Vignes Lot to the CCTF; or 3) a tunnel under the railroad tracks connecting the Vignes Lot to the CCTF.</p>
<p>Goal 15. Community involvement in determining neighborhood traffic controls.</p> <p>Objective 15-1: To initiate neighborhood based traffic and parking mitigation plans in each of the Community Plan's neighborhoods and artist-in-residence districts.</p>	<p>Not Applicable. The Proposed Project would involve restricted access and would not involve neighborhood traffic controls.</p> <p>SSPS Site (Option 1) Consistent: If this option is selected, the SSPS would improve the parking and traffic condition in the area by providing additional parking capacity.</p> <p>Vignes Lot (Option 2) Not Applicable. If this option is selected, the parking structure would accommodate the CCTF and TTCF parking demands and would not involve a neighborhood-based traffic and parking mitigation plan.</p>

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Table 5.9-1 City of Los Angeles General Plan Consistency (Central City North Community Plan)

Community Plan Goal and Objectives	Project Consistency
<p>Goal 16. A system of highways, freeways, and streets that provide a circulation system which supports existing, approved, and planned land uses while maintaining a desired level of service at all intersections.</p> <p>Objective 16-1: To comply with Citywide performance standards for acceptable levels of service (LOS) and insure that necessary road access and street improvements are provided to accommodate traffic generated by all new development.</p>	<p>Consistent: The Proposed Project would not change the roadway network in the planning area or otherwise affect transportation reliability. The Proposed Project would be consistent with SB 375 and would not adversely affect the transportation system in the area. Project impacts on the local street system are discussed in Section 5.12, <i>Transportation and Traffic</i>.</p> <p>SSPS Site (Option 1) Consistent: If this option is selected, the SSPS would replace the existing surface parking lot and would not change the existing street circulation system in the area. Project impacts on the local street system are discussed in Section 5.12, <i>Transportation and Traffic</i>.</p> <p>Vignes Lot (Option 2) Consistent: If this option is selected, the parking structure development would not change the roadway network in the planning area or otherwise affect transportation reliability. The development would be consistent with SB 375 and would not adversely affect the transportation system in the area. Project impacts on the local street system are discussed in Section 5.12, <i>Transportation and Traffic</i>.</p>
<p>Goal 17. Preservation and restoration of cultural resources, neighborhoods, and landmarks which have historical and/or cultural significance.</p> <p>Objective 17-1: To ensure that the Community's historically significant resources are protected, preserved, and/or enhanced.</p> <p>Objective 17-2: To encourage private owners of historic properties/resources to conserve the integrity of such resources.</p>	<p>Consistent: The existing structures of the MCJ were determined to not be eligible for listing on any of the registers of historic resources, and thus demolition of the buildings would not result in a significant impact to cultural resources. The Proposed Project would be required to protect any previously unidentified archaeological and paleontological resources, if discovered (see Section 5.4, <i>Cultural Resources</i>).</p>
<p>Goal 18. A community which promotes cultural amenities and implements the City's Cultural Master Plan.</p> <p>Objective 18-1: To enhance and capitalize on the contribution of existing cultural and historical resources in the community.</p>	<p>SSPS Site (Option 1) Consistent: The SSPS Site does not contain any structures that are determined to be eligible for listing on any of the historic resources registers. If this option is selected, development of the site would be required to protect any previously unidentified archaeological and paleontological resources, if discovered (see Section 5.4, <i>Cultural Resources</i>).</p> <p>Vignes Lot (Option 2) Consistent: The Vignes Lot is vacant and does not contain any structures that are determined to be eligible for listing on any of the historic resources registers. If this option is selected, development of this site would be required to protect any previously unidentified archaeological and paleontological resources, if discovered (see Section 5.4, <i>Cultural Resources</i>).</p>

Source: Central City North Community Plan (City of Los Angeles 2000).

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Consistency with County General Plan 2035

The County General Plan applies to the unincorporated area of the County and therefore does not apply to the Project Site, which is in the incorporated City of Los Angeles; nevertheless, a summary of the consistency of the Proposed Project with guiding principles and relevant goals and policies in the County General Plan 2035 is provided in Table 5.9-2. As discussed below, the Proposed Project would not conflict with the guiding principles and relevant goals and policies in the County General Plan 2035.

Table 5.9-2 County General Plan Consistency

Goal/Policy	Project Consistency
<p>Guiding Principle</p> <p>1. Employ smart growth</p>	<p>Consistent: The Proposed Project is not a transit-oriented project but it would reuse the existing jail facilities and would not conflict with smart growth strategies for sustainable practices and the conservation of natural resources.</p> <p>SSPS Site (Option 1) Consistent: If this option is selected, the SSPS would replace the existing surface parking lot and would not conflict with smart growth strategies for sustainable practices and the conservation of natural resources.</p> <p>Vignes Lot (Option 2) Not Applicable: Under this option, the parking structure would accommodate parking needs of CCTF and TTCF. Replacement of the MCJ and provision of a parking structure in the nearby lot would not conflict with smart growth strategies for sustainable practices and the conservation of natural resources.</p>
<p>2. Ensure community services and infrastructure are sufficient to accommodate growth.</p>	<p>Consistent: The Proposed Project would be adequately served by public services and utilities (see Section 5.11, <i>Public Services</i>, and Section 5.13, <i>Utilities and Service Systems</i>).</p> <p>SSPS Site (Option 1) Consistent: If this option is selected, the SSPS would be adequately served by public services and utilities (see Section 5.11, <i>Public Services</i> and Section 5.13, <i>Utilities and Service Systems</i>).</p> <p>Vignes Lot (Option 2) Consistent: If this option is selected, the Vignes Lot development would be adequately served by public services and utilities (see Section 5.11, <i>Public Services</i>, and Section 5.13, <i>Utilities and Service Systems</i>).</p>
<p>3. Provide the foundation for a strong and diverse economy.</p>	<p>Consistent: The Proposed Project would provide a comprehensive medical and mental health treatment facility with flexibility to respond any future trends in treatment, or re-entry support. Reduced recidivism due to better treatment would provide the foundation for a strong and diverse economy in general.</p> <p>SSPS Site (Option 1) Consistent: If this option is selected, the SSPS would replace the existing surface parking lot and support the existing County facilities and County employees.</p>

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Table 5.9-2 County General Plan Consistency

Goal/Policy	Project Consistency
	<p>Vignes Lot (Option 2) <i>Consistent:</i> If this option is selected, the Vignes Lot parking structure and/or other non-custodial project-related uses would support the parking demands at CCTF and TTCF to better serve the employees and visitors.</p>
<p>4. Excellence in environmental resources management.</p>	<p><i>Consistent:</i> The Proposed Project would have no or less than significant impacts on wildlife habitats, mineral resources, agricultural land, forests, and open space. Redevelopment of the outdated MCJ facility's dilapidated infrastructure and utility systems with more efficient energy- and water-conserving systems would have a long-term beneficial effect on the environment, and therefore better environmental resources management.</p> <p>SSPS Site (Option 1) <i>Consistent:</i> If this option is selected, the SSPS would replace the existing surface parking lot. All infrastructure would be provided per the County Building Codes to ensure that the Project does not conflict with the County's environmental resources management policy.</p> <p>Vignes Lot (Option 2) <i>Consistent:</i> If this option is selected, all infrastructure would be provided per the County Building Codes to ensure that the Project does not conflict with the County's environmental resources management policy.</p>
<p>5. Provide healthy, livable and equitable communities.</p>	<p><i>Consistent:</i> The Proposed Project would comply with existing regulations related to public health and safety concerning a jail facility. The Proposed Project would provide improved physical- and mental-health conditions for the inmate-patients and a healthier and safer working environment for employees.</p> <p>SSPS Site (Option 1) <i>Consistent:</i> If this option is selected, the SSPS would replace the existing surface parking lot and would not introduce any uses that would adversely impact healthy, livable, and equitable communities.</p> <p>Vignes Lot (Option 2) <i>Consistent:</i> If this option is selected, the Vignes Lot parking structure would support the parking demands at CCTF and TTCF to better serve the employees and visitors. A parking structure within walking distance to CCTF and TTCF would be beneficial to employees and visitors.</p>
<p>Land Use Element</p>	
<p>Policy LU 4.1: Encourage infill development on vacant, underutilized, and/or brownfield sites.</p>	<p><i>Consistent:</i> The Proposed Project is consistent with this policy because it involves the redevelopment of the outdated MCJ facility that was built in the 1960s and 1970s.</p>
<p>Policy LU 4.2: Encourage the adaptive reuse of underutilized structures and the revitalization of older, economically distressed neighborhoods.</p>	<p>SSPS Site (Option 1) <i>Consistent:</i> If this option is selected, the SSPS would replace the existing surface parking lot and provide more parking capacity in an area where additional parking capacity is needed.</p>

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Table 5.9-2 County General Plan Consistency

Goal/Policy	Project Consistency
	<p>Vignes Lot (Option 2) Consistent: The Vignes Lot has been vacant and underutilized since the mid-2000s when the manufacturing uses were demolished. If this option is selected, development of a parking structure to serve the nearby CCTF and TTCF would not conflict with any land use policy.</p>
<p>Policy LU 7.6: Ensure that proposed land uses located within Airport Influence Areas are compatible with airport operations through compliance with airport land use compatibility plans.</p>	<p>Consistent: The Project Site is not within any airport influence area and would not conflict with airport operations.</p>
<p>Policy LU 7.7: Review all proposed projects located within Airport Influence Areas for consistency with policies of the applicable airport land use compatibility plan.</p>	<p>SSPS Site (Option 1) Consistent: The SSPS Site is not within any airport influence area and would not conflict with airport operations.</p>
	<p>Vignes Lot (Option 2) Consistent: The Vignes Lot is not within any airport influence area and would not conflict with airport operations.</p>
<p>Policy LU 10.3: Consider the built environment of the surrounding area in the design and scale of new or remodeled buildings, architectural styles, and reflect appropriate features such as massing, materials, color, detailing or ornament.</p>	<p>Consistent: The Project Site is in the highly urbanized downtown Los Angeles area, which has no consistent or comprehensive architectural style. There are multistory buildings in the Project Area, and the new buildings would be of modern architectural style and the height would be similar to the nearby MTA (“Gateway”) Building. The massing, materials, and other ornamental design features would not adversely affect the surrounding built environment.</p>
	<p>SSPS Site (Option 1) Consistent: The SSPS Site is surrounded by buildings of various heights. If this option is selected, the massing, materials, and other ornamental design features of the parking structure would be typical of a parking structure and surrounding buildings, therefore, would not adversely affect the surrounding built environment.</p>
	<p>Vignes Lot (Option 2) Consistent: The Vignes Lot is in the highly urbanized downtown Los Angeles area, which has no consistent or comprehensive architectural style. There is no height or size restriction in the M3 (Heavy Manufacturing) zoning designation, and if this option is selected, the multi-story Vignes Lot parking structure would not adversely affect the surrounding built environment.</p>
<p>Policy LU 10.4: Promote environmentally sensitive and sustainable design.</p>	<p>Consistent: New buildings would be designed and constructed with sustainable principles to achieve LEED Gold level of certification or equivalent standard. The Project would also comply with the County’s LID Ordinance and Green Building Standards Code.</p>
<p>Goal LU 11: Development that utilizes sustainable design techniques.</p>	<p>SSPS Site (Option 1) Consistent: If this option is selected, the SSPS would be designed and constructed with applicable County standards, including LEED Gold level of certification or equivalent standard; adopted Green Building Standards Code; and California Code of Regulations, Title 24 Building Energy Efficiency Program.</p>
	<p>Vignes Lot (Option 2) Consistent: If this option is selected, the Vignes Lot development would designed and constructed with applicable County standards,</p>

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Table 5.9-2 County General Plan Consistency

Goal/Policy	Project Consistency
	including LEED Gold level of certification or equivalent standard; adopted Green Building Standards Code; and California Code of Regulations, Title 24 Building Energy Efficiency Program.
Mobility Element Goal/Policy	
Policy M 4.15: Reduce vehicle trips through the use of mobility management practices, such as the reduction of parking requirements, employer/institution based transit passes, regional carpooling programs, and telecommuting.	<p>Consistent: In compliance with the County requirement, the Proposed Project would incorporate PDF TRAN-1 to implement and consider expanding the existing menu of MCJ’s TDM measures to reduce VMT.</p> <p>SSPS Site (Option 1) Not Applicable: If this option is selected, the SSPS would replace the existing surface parking lot. The Parking Structure would serve the existing parking demands and would not create additional vehicle trips. Additional parking opportunities in the area would not adversely affect the use of mobility management practices.</p> <p>Vignes Lot (Option 2) Consistent: If this option is selected, the Vignes Lot parking structure would serve the existing and future parking demands associated with CCTF and TTCF. All trips would be made in connection with the CCTF and TTCF, and would comply with the County Code, Chapter 5.9, Vehicle Trip Reduction. The parking structure development would not adversely affect the use of mobility management practices.</p>
Air Quality Element Goal/Policy	
Policy AQ 1.2: Encourage the use of low or no volatile organic compound (VOC) emitting materials.	<p>Consistent: As discussed in Section 5.2, <i>Air Quality</i>, the Proposed Project would comply with SCAQMD Rule 1113, which limits the volatile organic compound content of architectural coatings.</p> <p>SSPS Site (Option 1) Consistent: Same as above.</p> <p>Vignes Lot (Option 2) Consistent: Same as above.</p>
Policy AQ 1.3: Reduce particulate inorganic and biological emissions from construction, grading, excavation, and demolition to the maximum extent feasible.	<p>Consistent: As discussed in Section 5.2, <i>Air Quality</i>, the Proposed Project would comply with all applicable regulations and County Specification No. 7266 to reduce particulate emissions during construction, grading, excavation, and demolition.</p> <p>SSPS Site (Option 1) Consistent: Same as above.</p> <p>Vignes Lot (Option 2) Consistent: Same as above.</p>
Policy AQ 3.2: Reduce energy consumption in County operations by 20 percent by 2015.	<p>Consistent: New buildings would be designed and constructed with sustainable principles to achieve LEED Gold level of certification or equivalent standard, and the Proposed Project would comply with the County’s Green Building Standards Code. The Proposed Project would result in decreased energy consumption demands.</p> <p>SSPS Site (Option 1) Consistent: If this option is selected, the SSPS would be developed</p>

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Table 5.9-2 County General Plan Consistency

Goal/Policy	Project Consistency
	<p>in compliance with the County's Green Building Standards Code.</p> <p>Vignes Lot (Option 2) <i>Consistent:</i> If this option is selected, the parking structure would be developed and operated in compliance with the County's Green Building Standards Code.</p>
<p>Policy AQ 3.3: Reduce water consumption in County operations.</p>	<p><i>Consistent:</i> The Proposed Project would reduce the number of inmate-patients served at the Project Site and would be required to implement various water conservation measures as outlined in the water supply assessment.</p> <p>SSPS Site (Option 1) <i>Consistent:</i> If this option is selected, the SSPS would be developed and operated in compliance with the County's Green Building Standards Code to reduce water consumption.</p> <p>Vignes Lot (Option 2) <i>Consistent:</i> If this option is selected, the parking structure would be developed and operated in compliance with the County's Green Building Standards Code to reduce water consumption.</p>
<p>Policy AQ 3.5: Encourage energy conservation in new development and municipal operations.</p>	<p><i>Consistent:</i> The Proposed Project would be designed and constructed with sustainable principles to achieve LEED Gold level of certification or equivalent standard and comply with the County's Green Building Standards Code. The Proposed Project would also be designed and constructed in accordance with the California Code of Regulations, Title 24 Building Energy Efficiency Program, which establishes a minimum level of building energy efficiency and requires energy efficient measures, including ventilation, insulation, and construction and the use of energy-saving appliances, conditioning systems, water heating, and lighting.</p> <p>SSPS Site (Option 1) <i>Consistent:</i> If this option is selected, the SSPS would be developed in compliance with the County's Green Building Standards Code to minimize energy consumption.</p> <p>Vignes Lot (Option 2) <i>Consistent:</i> If this option is selected, the parking structure would be developed in compliance with the County's Green Building Standards Code to minimize energy consumption.</p>
<p>Conservation and Natural Resources Element Goal/Policy</p>	
<p>Policy C/NR 5.1: Support the LID philosophy, which seeks to plan and design public and private development with hydrologic sensitivity, including limits to straightening and channelizing natural flow paths, removal of vegetative cover, compaction of soils, and distribution of naturalistic BMPs at regional, neighborhood, and parcel-level scales.</p>	<p><i>Consistent:</i> The Proposed Project would comply with NPDES and County regulations, including the County's ordinance to achieve LEED Gold level of certification or equivalent standard and the adopted Green Building Standards Code to reduce its impact on the local hydrology and prevent increases in runoff volume and velocity. The Project Site is fully developed and approximately 99 percent impervious. The Proposed Project would increase the pervious surface area on the Project Site, implement best management practices (BMPs) to improve the runoff conditions, and not adversely affect the natural hydrology of the Project Site. See Section 5.8,</p>
<p>Policy C/NR 5.2: Require compliance by all County departments with adopted Municipal Separate Storm Sewer System (MS4), General Construction, and point source NPDES permits.</p>	
<p>Policy C/NR 6.1: Support the LID philosophy, which incorporates distributed, post-construction parcel-level stormwater infiltration as</p>	

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Table 5.9-2 County General Plan Consistency

Goal/Policy	Project Consistency
<p>part of new development.</p> <p>Policy C/NR 7.1: Support the LID philosophy, which mimics the natural hydrologic cycle using undeveloped conditions as a base, in public and private land use planning and development design.</p>	<p><i>Hydrology and Water Quality</i>, of this EIR.</p> <p>SSPS Site (Option 1) Consistent: Same as above.</p> <p>Vignes Lot (Option 2) Consistent: Same as above.</p>
<p>C/NR 14.1: Mitigate all impacts from new development on or adjacent to historic, cultural, and paleontological resources to the greatest extent feasible.</p>	<p>Consistent: The existing structures on the Project Site were determined to not be eligible for listing on any of the historic resources registers, and thus demolition of the buildings would not have a significant impact. The Proposed Project would also be required to protect any previously unidentified archaeological and paleontological resources, if discovered (see Section 5.4, <i>Cultural Resources</i>).</p>
<p>Policy C/NR 14.3: Support the preservation and rehabilitation of historic buildings.</p>	<p>Consistent: The existing structures on the Project Site were determined to not be eligible for listing on any of the historic resources registers, and thus demolition of the buildings would not have a significant impact. The Proposed Project would also be required to protect any previously unidentified archaeological and paleontological resources, if discovered (see Section 5.4, <i>Cultural Resources</i>).</p>
<p>Policy C/NR 14.5: Promote public awareness of historic, cultural, and paleontological resources.</p>	<p>Consistent: The existing structures on the Project Site were determined to not be eligible for listing on any of the historic resources registers, and thus demolition of the buildings would not have a significant impact. The Proposed Project would also be required to protect any previously unidentified archaeological and paleontological resources, if discovered (see Section 5.4, <i>Cultural Resources</i>).</p>
<p>Policy C/NR 14.6: Ensure proper notification and recovery processes are carried out for development on or near historic, cultural, and paleontological resources.</p>	<p>SSPS Site (Option 1) Consistent: The SSPS Site does not contain any buildings or structures determined to be eligible for listing on any historic resources register, and thus demolition would not have a significant impact. If this option is selected, during construction, the County would be required to protect any previously unidentified archaeological and paleontological resources, if discovered (see Section 5.4, <i>Cultural Resources</i>).</p> <p>Vignes Lot (Option 2) Consistent: The Vignes Lot is vacant and no eligible or registered historic resources exists. If this option is selected, the parking structure development would be required to protect any previously unidentified archaeological and paleontological resources, if discovered (see Section 5.4, <i>Cultural Resources</i>).</p>
Safety Element Goal/Policy	
<p>Policy S 4.5: Ensure that there are adequate resources, such as sheriff and fire services, for emergency response.</p>	<p>Consistent: The Proposed Project would comply with state, County, and first responder City fire and life safety requirements for the development and implementation of a fire suppression preplan, an evacuation plan, a plan for the emergency housing of inmate-patients in the case of fire, and a manual for emergency procedures. The Proposed Project would provide new and improved fire and emergency response systems compared to the outdated existing facility. Therefore, although the total building area and the number of employees would be increased from the existing conditions, the service demands would not be adversely impacted. Furthermore, the Proposed Project would decrease the number of inmate-patients served at the Project Site compared to the existing conditions. Decreased number of inmate-patients and improved video visitation would likely reduce the number of guests. The Proposed Project would not result in inadequate resources concerning safety.</p> <p>SSPS Site (Option 1) Consistent: As with the CCTF, if option is selected, the SSPS would be constructed in compliance with applicable state, County, and first responder City fire and life safety requirements.</p>

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Table 5.9-2 County General Plan Consistency

Goal/Policy	Project Consistency
	<p>Vignes Lot (Option 2) Consistent: As with the CCTF, if this option is selected, the Vignes Lot development would be constructed in compliance with applicable state, County, and first responder City fire and life safety requirements.</p>
Public Services and Facilities Element Policy	
<p>Policy PS/F 1.2: Ensure that adequate services and facilities are provided in conjunction with development through phasing or other mechanisms.</p>	<p>Consistent: The Project Site is already developed as a County jail facility and served by various public services; it currently serves more inmates with fewer staff in an outdated facility than would be the case under the Proposed Project. Project impacts on public services would not be significant, but would result in improved conditions (see Section 5.11, <i>Public Services</i>). Infrastructure upgrades and improvements would be made on- and offsite to serve the Proposed Project (see Section 5.13, <i>Utilities and Service Systems</i>).</p> <p>SSPS Site (Option 1) Consistent: If this option is selected, the parking structure would not create significant services demands for public services or facilities.</p> <p>Vignes Lot (Option 2) Consistent: If this option is selected, the parking structure would not create significant services demands for public services or facilities.</p>
<p>Policy PS/F 1.3: Ensure coordinated service provision through collaboration between County departments and service providers.</p>	<p>Consistent: Although the Project Site is under the jurisdiction of the County, the County is required to coordinate with the City of Los Angeles departments (e.g., Department of Water & Power and Fire Department) to provide water, electricity, sewer, and fire services to the Project Site.</p> <p>SSPS Site (Option 1) Consistent: The SSPS Site is under the jurisdiction of the County, although the site is in the City of Los Angeles. If this option is selected, the County is required to coordinate with the City to provide water, electricity, and emergency access services to the site.</p> <p>Vignes Lot (Option 2) Consistent: If this option is selected, the County is required to coordinate with the City to provide water, electricity, and emergency access services to the site.</p>
<p>Policy PS/F 2.1: Support water conservation measures.</p>	<p>Consistent: The Proposed Project is required to conform to Water Efficient Requirements Ordinance No. 180822, 2013 California Plumbing Code, 2013 CALGreen, 2014 Los Angeles Plumbing Code, and 2014 Los Angeles Green Building Code and additional water conservation commitments agreed upon between the County and the Los Angeles Department of Water & Power, as stated in the water supply assessment prepared for the Proposed Project.</p> <p>SSPS Site (Option 1) Consistent: Only minimal water would be used for construction and operation of a parking structure. Required water conservation measures would be implemented for irrigation where applicable.</p>

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Table 5.9-2 County General Plan Consistency

Goal/Policy	Project Consistency
Policy PS/F 3.1: Increase the supply of water through the development of new sources, such as recycled water, gray water, and rainwater harvesting.	<p>Vignes Lot (Option 2) Consistent: Only minimal water would be used for construction and operation of a parking structure. Required water conservation measures would be implemented for irrigation where applicable.</p> <p>Consistent: The Project Site is approximately 99 percent impervious, and the existing MCJ facility consumes more water than would the CCTF. Although the Proposed Project would not directly increase the supply of water through the development of new sources, it would have a beneficial impact by providing more water-efficient development and supporting more water conservation measures.</p>
Policy PS/F 5.5: Reduce the County's waste stream by minimizing waste generation and enhancing diversion.	<p>SSPS Site (Option 1) Consistent: Only minimal water would be used for construction and operation of a parking structure. Required water conservation measures would be implemented for irrigation where applicable.</p>
Policy PS/F 5.6: Encourage the use and procurement of recyclable and biodegradable materials.	<p>Vignes Lot (Option 2) Consistent: Only minimal water would be used for construction and operation of a parking structure. Required water conservation measures would be implemented for irrigation where applicable.</p>
Policy PS/F 5.7: Encourage the recycling of construction and demolition debris generated by public and private projects.	<p>Consistent: The Proposed Project would comply with the County's Green Building Standards Code and Construction and Demolition Debris Recycling and Reuse Ordinance and would implement waste reduction and recycling measures per County policies.</p>
Policy PS/F 5.9: Encourage the availability of trash and recyclables containers in new developments, public streets, and large venues.	<p>SSPS Site (Option 1) Consistent: Same as above.</p> <p>Vignes Lot (Option 2) Consistent: Same as above.</p>

Southern California Association of Governments

As the regional planning agency for the County and the City of Los Angeles, SCAG provides guidance on issues such as land use, housing, environmental quality, and economic development. SCAG's 2012–2035 RTP/SCS is a long-range vision for the development of the region and a blueprint for improving quality of life, focusing on mobility, economy, and sustainability issues. The Proposed Project involves redevelopment of the outdated MCJ to better serve inmate-patients with mental, medical, and substance-use-disorder health care needs; employees; and visitors and to improve the efficiency of the correctional facility. The Proposed Project would comply with SCAG's commitment to reduce GHG by achieving at least the LEED Gold level of certification or equivalent standard and providing additional video conferencing capabilities for visitors. Energy-efficient facilities would reduce GHG emissions, and additional video conferencing capability would allow more visitors to reduce driving by going to the nearest sheriff's station with video conferencing centers rather than driving to the CCTF. Therefore, the Proposed Project would contribute positively in reducing GHG emissions, and therefore improve quality of life for residents of the County. Therefore, the Proposed Project is consistent with long-term goals of 2012–2035 RTP/SCS.

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Consistency with Regional Comprehensive Plan

Table 5.9-3 addresses the Proposed Project’s consistency with the goals of the RCP. Because the Proposed Project does not involve major land use changes but would replace the existing MCJ with a modernized facility with improved medical and mental health treatment programs, the Proposed Project would generally be consistent with RCP goals, except where regional goals do not apply to the Proposed Project.

Table 5.9-3 Regional Comprehensive Plan Consistency

RCP Goal	Project Consistency
<p>RCP Issue: Land Use and Housing</p> <p>Focusing growth in existing and emerging centers and along major transportation corridors.</p>	<p>Consistent: The Project Site is already developed as a County jail facility served by the existing roadway system. The Project Site is not part of emerging centers or located along a major transportation corridor. Project development would not adversely affect regional goals of focusing growth in existing and emerging centers and along major transportation corridors.</p> <p>SSPS Site (Option 1) Consistent: The SSPS Site is served by existing roadway system and would replace an existing surface parking lot. The site is in Chinatown and is not along a major transportation corridor. Project development under this option would not adversely affect the regional goal of focusing growth in existing and emerging centers and along major transportation corridors.</p> <p>Vignes Lot (Option 2) Consistent: The Vignes Lot is vacant and is surrounded by heavy manufacturing, industrial, and distribution land uses. This site is not part of emerging centers or located along a major transportation corridor. Project development under this option would not adversely affect regional goals of focusing growth in existing and emerging centers and along major transportation corridors.</p>
<p>Creating significant areas of mixed-use development and walkable, people-scaled communities.</p>	<p>Consistent: The Project Site is already developed as a County jail facility and the surrounding land uses do not provide environment conducive to housing or mixed-use development. Residential development on the Project Site would be subject to various noise, air quality, safety, and health issues due to its proximity to railroad tracks, Metro bus platforms, TTCF, Metro’s maintenance and operations facilities and parking structure, Ewin Piper Technical Center, US Drop Forge Inc., and Los Angeles Recycling Center, which are generally not considered desirable uses adjacent to residential uses unless it can be substantiated that there are no significant health and safety issues. The lack of open space and parks and neighborhood commercial uses such as markets and restaurants in the project vicinity add to the unsuitability of the Project Site as a mixed-use development and walkable, people-scaled community. There are other areas in the City more suitable for mixed-use and walkable communities, including within the greater downtown area, and the Proposed Project would not adversely impact those potential development opportunities. Compared to the existing use as the MCJ, the proposed CCTF would not result in greater adverse land use changes to the environment that would inhibit future development of mixed-use development in the area.</p>

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Table 5.9-3 Regional Comprehensive Plan Consistency

RCP Goal	Project Consistency
	<p>SSPS Site (Option 1) <i>Consistent:</i> The SSPS development under alternative would replace an existing surface parking lot. The parking structure would not result in major land use changes that would constrain mixed-use development in the area. Providing additional parking capacity would likely improve the development potential in the future.</p> <p>Vignes Lot (Option 2) <i>Consistent:</i> The Vignes Lot is vacant and is surrounded by heavy manufacturing, industrial, and distribution land uses. If this option is selected, the County anticipates that a land use deed restriction that prohibits residential development on this site would be placed and it would also require that the property be used solely for commercial/industrial purposes, therefore, not suitable site for a mixed-use development. There are other areas in the City more suitable for mixed-use and walkable communities, including within the greater downtown area, and the Proposed Project would not adversely impact those potential development opportunities.</p>
<p>Providing new housing opportunities, with building types and locations that respond to the region's changing demographics.</p>	<p><i>Consistent:</i> The Project Site is already developed as a County jail facility, and the surrounding land uses are not conducive to housing development. Although transit-oriented, mixed-use development is being developed in the downtown area to respond to the region's changing demographics, uses that surround the Project Site include railroad tracks, Metro bus platforms, TTCF, Metro's maintenance and operations facilities and parking structure, Ewin Piper Technical Center, US Drop Forge Inc., and Los Angeles Recycling Center, which are generally not considered desirable uses adjacent to residential uses unless it can be substantiated that there are no significant health and safety issues. Within the greater downtown area, there are more suitable sites for housing opportunities. Moreover, compared to the existing use at the MCJ, the proposed CCTF would not result in greater adverse land use changes to the environment that would inhibit future development of mixed-use development in the area. The Proposed Project would not result in major land use changes that would adversely affect housing development opportunities elsewhere in the area.</p> <p>SSPS Site (Option 1) <i>Consistent:</i> The SSPS development under this option would replace an existing surface parking lot. The parking structure development would not result in major land use changes that would adversely affect housing development opportunities elsewhere in the area.</p> <p>Vignes Lot (Option 2) <i>Consistent:</i> The Vignes Lot is surrounded by heavy manufacturing, industrial, and distribution land uses and is not suitable for housing development. Additionally, the County anticipates that a land use deed restriction would be placed on this site to prohibit residential development. This option would not involve adverse land use changes that could potentially impact housing development opportunities in the area.</p>
<p>Targeting growth around existing and planned transit stations.</p>	<p><i>Consistent:</i> The Project involves the redevelopment of an existing county jail facility and would not be an appropriate site for targeted</p>

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Table 5.9-3 Regional Comprehensive Plan Consistency

RCP Goal	Project Consistency
	<p>housing growth associated with transit-oriented development. Although Union Station is within a quarter mile of the Project Site, the surrounding land uses are not conducive to housing development. Uses that surround the Project Site include railroad tracks, Metro bus platforms, TTCF, Metro's maintenance and operations facilities and parking structure, Ewin Piper Technical Center, US Drop Forge Inc., and Los Angeles Recycling Center, which are typically not considered safe or desirable adjacent to residential uses unless it can be substantiated that there are no significant health and safety issues. The Project Site is not part of a transit-oriented land use plan, and the Proposed Project would not prohibit or discourage targeted housing development around transit stations when compared to the existing use of the site as the MCJ.</p> <p>SSPS Site (Option 1) Consistent: The SSPS Site is already developed as a surface parking lot and no significant land use change would occur under this option. The SSPS development would not conflict with the goal of targeting growth around existing and planned transit stations as the site is not part of any existing or planned transit-oriented land use plan.</p> <p>Vignes Lot (Option 2) Consistent: The County anticipates that a land use deed restriction that prohibits residential development on this site would be placed if this option is selected. Therefore, the proposed parking structure development would not affect any targeted housing development around transit stations.</p>
<p>Injecting new life into underused areas by creating vibrant new business districts, redeveloping old buildings and building new businesses and housing on vacant lots.</p>	<p>Not Applicable: The Proposed Project does not involve creating new business districts or building new businesses and/or housing on vacant lots. Instead, the Proposed Project would replace an outdated County jail facility with the new CCTF to better serve the health and mental needs of the inmate-patient population and to better the work environment for the employees.</p> <p>SSPS Site (Option 1) Not Applicable: Under this option, the SSPS would replace an existing surface parking lot to provide additional parking capacity. The parking lot development does not involve creating new business districts or building new businesses and/or housing.</p> <p>Vignes Lot (Option 2) Not Applicable: The Vignes Lot development under this option does not involve creating new business districts or building new businesses and/or housing.</p>
<p>Preserving existing, stable single-family neighborhoods.</p>	<p>Consistent: No single-family neighborhood would be affected by the Proposed Project to a greater extent than it is by the existing facility.</p> <p>SSPS Site (Option 1) Consistent: Same as above.</p>

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Table 5.9-3 Regional Comprehensive Plan Consistency

RCP Goal	Project Consistency
Protecting important open space, environmentally sensitive areas, and agricultural lands from development.	<p>Vignes Lot (Option 2) Consistent: The Vignes Lot is vacant, and no stable single-family neighborhood exists in the project vicinity.</p> <p>Consistent: The Project Site does not contain any important open space, environmentally sensitive areas, or agricultural lands, and the Proposed Project would not destroy any of those resources.</p> <p>SSPS Site (Option 1) Consistent: Same as above.</p> <p>Vignes Lot (Option 2) Consistent: The Vignes Lot does not contain any important open space, environmentally sensitive areas, or agricultural lands, and the proposed development would not destroy any of those resources.</p>
RCP Issue: Open Space and Habitat	
<p>Ensure a sustainable ecology by protecting and enhancing the region's open space infrastructure and mitigate growth and transportation related impacts to natural lands by:</p> <ul style="list-style-type: none"> ▪ Conserving natural lands that are necessary to preserve the ecological function and value of the region's ecosystems; ▪ Conserving wildlife linkages as critical components of the region's open space infrastructure; ▪ Coordinating transportation and open space to reduce transportation impacts to natural lands. 	<p>Consistent: The Proposed Project would reuse the existing MCJ facility center and would not affect or encourage the development of open spaces, environmentally sensitive lands, or agricultural lands. Section 5.3, <i>Biological Resources</i>, analyzes Project impacts on sensitive biological resources, and mitigation has been developed to reduce impacts to nesting birds to a level of less than significant.</p> <p>SSPS Site (Option 1) Consistent: The SSPS Site and its vicinity are fully developed and no natural habitat exists. Implementation of the SSPS under this option would not conflict with any open space or habitat preservation goals.</p> <p>Vignes Lot (Option 2) Consistent: The Vignes Lot and its vicinity are fully developed and no natural habitat exists. Implementation of the Vignes Lot parking structure and/or other non-custodial project-related uses under this option would not conflict with any open space or habitat preservation goals.</p>
<p>Enhance the region's parks, trails and community open space infrastructure to support the aesthetic, recreational and quality-of-life needs, providing the highest level of service to our growing region by:</p> <ul style="list-style-type: none"> ▪ Creating new community open space that is interconnected, accessible, equitably distributed, provides public health benefits, and meets the changing and diverse needs of communities; ▪ Improving existing community open space through urban forestry and other programs that provide environmental benefits. 	<p>Not Applicable: The Proposed Project would not be located near open space areas, parks, or trails, nor would it affect the development such land uses.</p> <p>SSPS Site (Option 1) Consistent: Same as above.</p> <p>Vignes Lot (Option 2) Not Applicable: The Vignes Lot is in a heavy industrial, manufacturing, and distribution area and is not suitable for open space areas, parks, or trail development.</p>
<p>Preserve the productivity and viability of the region's agricultural lands while supporting a sustainable economy and region by:</p> <ul style="list-style-type: none"> ▪ Maintaining a viable level of agriculture to support economic and food supply needs for the region while supporting sustainable energy, air quality and transportation policies; ▪ Promote and support a strong locally-grown food system by 	<p>Consistent: The Proposed Project would redevelop the existing MCJ facility in a highly urbanized area and would not affect or encourage the development of open spaces, environmentally sensitive lands, or agricultural lands.</p> <p>SSPS Site (Option 1) Consistent: The SSPS Site and its vicinity are fully developed and no natural habitat exists. Implementation of the SSPS under this option</p>

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RCP Goal	Project Consistency
<p>encouraging community farming and developing cooperative farming initiatives that use sustainable farming practices.</p>	<p>would not conflict with any agricultural or urban forestry program goals.</p> <p>Vignes Lot (Option 2) Consistent: The Vignes Lot is vacant but disturbed, and its vicinity is fully developed. There are no agricultural uses on or near the site. Implementation of the Vignes Lot parking structure and/or other non-custodial project-related uses under this option would not conflict with any agricultural or urban forestry program goals.</p>
<p>RCP Issue: Water</p>	
<p>Develop sufficient water supplies through environmentally sustainable imports, local conservation and conjunctive use, reclamation and reuse to meet the water demands created by continuing regional growth.</p>	<p>Consistent: The City of Los Angeles Department of Water & Power would provide water services to the Project Site, and the Proposed Project is projected to demand less water than the existing conditions through various water conservation measures. The Proposed Project is required to conform to Water Efficient Requirements Ordinance No. 180822, adopted California Plumbing Code, California Green Building Code, Los Angeles Plumbing Code, and Los Angeles Green Building Code, and additional water conservation commitments agreed between the County and the Los Angeles Department of Water & Power, as stated in the water supply assessment prepared for the Proposed Project.</p> <p>SSPS Site (Option 1) Consistent: The development would require minimal water use for maintenance purposes. The SSPS development under this option would not adversely impact water supplies.</p> <p>Vignes Lot (Option 2) Consistent: The development would require minimal water use for maintenance purposes. The parking structure development would not adversely impact water supplies.</p>
<p>Achieve water quality improvements through implementation of land use and transportation policies and programs that promote water stewardship and eliminate water impairments and waste in the region.</p> <p>Foster comprehensive and collaborative watershed planning within the region that produces waterwise programs and projects with multiple benefits and ecosystem protections, integrating local government planning efforts with those of special districts, environmental advocates and other watershed stakeholders.</p>	<p>Consistent: This Proposed Project would not influence watershed planning or land use or transportation policies or programs. The Proposed Project would have less than significant impacts on water quality of groundwater resources with incorporation of BMPs and LID standards, as discussed in Section 5.8, <i>Hydrology and Water Quality</i>. A water supply assessment was prepared for the CCTF and is summarized in Section 5.13, <i>Utilities and Service Systems</i>.</p> <p>SSPS Site (Option 1) Consistent: The development would require minimal water use for maintenance purposes. The SSPS development under this option would not adversely impact water supplies.</p> <p>Vignes Lot (Option 2) Consistent: The development would require minimal water use for maintenance purposes. The parking structure development under this option would not adversely impact water supplies.</p>

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Table 5.9-3 Regional Comprehensive Plan Consistency

RCP Goal	Project Consistency
RCP Issue: Energy	
<p>Reduce our region's consumption of nonrenewable energy by:</p> <ul style="list-style-type: none"> ▪ Supplying the energy needs of the region today in a way that reduces the negative environmental impacts, social inequities, and economic hardship on future generations; ▪ Developing the infrastructure and social capital to adapt to a future energy economy with a constrained supply. 	<p>Consistent: The Proposed Project would replace an outdated jail facility that was constructed in 1960s and 1970s. The Proposed Project would be designed and constructed with sustainable principles to achieve at least LEED Gold level of certification or equivalent standard and comply with the County's Green Building Standards Code. The Proposed Project would also be designed and constructed in accordance with the California Code of Regulations, Title 24, Building Energy Efficiency Program, which establishes a minimum level of building energy efficiency and requires energy efficient measures for ventilation, insulation, and construction and the use of energy-saving appliances, conditioning systems, water heating, and lighting.</p>
<p>Increase the share of renewable energy in the region by:</p> <ul style="list-style-type: none"> ▪ Ensuring the resiliency of the region's economy by encouraging and supporting renewable energy infrastructure; and ▪ Developing renewable energy sources that reduce the amount of air emissions emitted through the combustion of fossil fuels. 	<p>SSPS Site (Option 1) Consistent: Under this option, the SSPS would be designed and constructed with applicable County standards, including LEED Gold level of certification or equivalent standard; adopted Green Building Standards Code; and California Code of Regulations, Title 24 Building Energy Efficiency Program. It would not conflict with the goal of reducing the region's consumption of nonrenewable energy.</p> <p>Vignes Lot (Option 2) Consistent: Under this option, the Vignes Lot would be designed and constructed with applicable County standards, including LEED Gold level of certification or equivalent standard; adopted Green Building Standards Code; and California Code of Regulations, Title 24, Building Energy Efficiency Program. It would not conflict with the goal of reducing the region's consumption of nonrenewable energy.</p>
RCP Issue: Air Quality	
<p>Reduce emissions of criteria pollutants to attain federal air quality standards by prescribed dates and state ambient air quality standards as soon as practicable.</p>	<p>Consistent: The Proposed Project would be required to comply with applicable SCAQMD Rules and implement of project design features, regulatory requirements, and mitigation measures as discussed in Section 5.2, <i>Air Quality</i>, to reduce emissions and attain appropriate air quality standards.</p>
	<p>SSPS Site (Option 1) Consistent: Same as above.</p> <p>Vignes Lot (Option 2) Consistent: Same as above.</p>
<p>Reverse current trends in greenhouse gas emissions to support sustainability goals for energy, water supply, agriculture, and other resource areas.</p>	<p>Consistent: The Proposed Project would have less than significant impacts to GHG emissions, as discussed in Section 5.6, <i>Greenhouse Gas Emissions</i>. The Project would comply with CALGreen, which includes energy conservation measures, as discussed in Section 5.6, <i>Greenhouse Gas Emissions</i>.</p>
	<p>SSPS Site (Option 1) Consistent: Same as above.</p>

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Table 5.9-3 Regional Comprehensive Plan Consistency

RCP Goal	Project Consistency
Minimize land uses that increase the risk of adverse air pollution-related health impacts from exposure to toxic air contaminants, particulates (PM ₁₀ , PM _{2.5} , ultrafine), and carbon monoxide.	<p>Vignes Lot (Option 2) <i>Consistent:</i> Same as above.</p> <p><i>Consistent:</i> The Proposed Project does not involve development of heavy industrial uses that could be major stationary sources of air pollutants. In compliance with the County requirement (Chapter 5.9, Vehicle Trip Reduction), the Proposed Project would incorporate PDF TRAN-1 to implement and consider expanding the existing menu of MCJ's TDM measures to reduce VMT. The Proposed Project would also implement various programs to reduce VMT to reduce emissions.</p> <p>SSPS Site (Option 1) <i>Consistent:</i> Same as above.</p> <p>Vignes Lot (Option 2) <i>Consistent:</i> Under this option, the Vignes Lot would be developed to accommodate parking demands associated with CCTF and TTCF. The proposed parking structure development does not involve any heavy industrial uses that could be major stationary sources of air pollutants.</p>
Expand green building practices to reduce energy-related emissions from developments to increase economic benefits to business and residents.	<p><i>Consistent:</i> The Proposed Project would comply with CALGreen, which includes energy conservation measures, as discussed in Section 5.6, <i>Greenhouse Gas Emissions</i>. The Proposed Project would also be constructed to achieve at least LEED Gold level of certification or equivalent standard.</p> <p>SSPS Site (Option 1) <i>Consistent:</i> Under this option, the SSPS would be designed and constructed with applicable County standards, including LEED Gold level of certification or equivalent standard; adopted Green Building Standards Code; and California Code of Regulations, Title 24, Building Energy Efficiency Program.</p> <p>Vignes Lot (Option 2) <i>Consistent:</i> Under this option, the Vignes Lot parking structure and/or other non-custodial project-related uses would be designed and constructed with applicable County standards, including LEED Gold level of certification or equivalent standard; adopted Green Building Standards Code; and California Code of Regulations, Title 24, Building Energy Efficiency Program. It would not conflict with the goal of reducing the region's consumption of nonrenewable energy.</p>
RCP Issue: Solid Waste	<p><i>Consistent:</i> The Proposed Project would be required to implement various recycle and diversion programs to reduce reliance on landfills, including but not limited to recycling 65 percent of the construction and demolition waste, as discussed in Section 5.13, <i>Utilities and Service Systems</i>.</p> <p>SSPS Site (Option 1) <i>Consistent:</i> Development and operation of the SSPS under this option would not generate significant amount of solid waste. The County is required to recycle 65 percent of construction and</p>

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Table 5.9-3 Regional Comprehensive Plan Consistency

RCP Goal	Project Consistency
	<p>demolition waste, and operation of a parking structure would generate negligible amounts of solid waste.</p> <p>Vignes Lot (Option 2) <i>Consistent:</i> Development and operation of the Vignes Lot parking structure and/or other non-custodial project-related uses under this option would not generate significant amount of solid waste. The County is required to recycle 65 percent of construction and demolition waste, and operation of a parking structure would generate negligible amounts of solid waste.</p>
RCP Issue: Transportation	
<p>A more efficient transportation system that reduces and better manages vehicle activity.</p>	<p>Consistent: The Proposed Project would be consistent with SB 375 and would not adversely affect the transportation system in the area. Project impacts on the local street system are discussed in Section 5.12, <i>Transportation and Traffic</i>.</p> <p>SSPS Site (Option 1) <i>Consistent:</i> The SSPS Site is already developed as a surface parking lot, and the development under this option would provide necessary temporary parking for the CCTF development and other County and public needs in the future. It would not conflict with providing a more efficient transportation system in the region.</p> <p>Vignes Lot (Option 2) <i>Consistent:</i> Under this option, visitors and employees would be able to walk over from the Vignes Lot to CCTF via a pedestrian connection. Therefore, VMT from shuttles or other more distant parking areas could be reduced, providing a more efficient transportation system that reduces vehicle activity.</p>
<p>A cleaner transportation system that minimizes air quality impacts and is energy efficient.</p>	<p>Not Applicable: This is a broad goal outside the Project's scope.</p> <p>SSPS Site (Option 1) <i>Not Applicable:</i> Same as above.</p> <p>Vignes Lot (Option 2) <i>Not Applicable:</i> Same as above.</p>
RCP Issue: Security and Emergency Preparedness	
<p>Ensure transportation safety, security, and reliability for all people and goods in the region.</p>	<p>Not Applicable: The Project would not change the roadway network in the planning area or otherwise affect transportation reliability.</p>
<p>Prevent, protect, respond to, and recover from major human-caused or natural events in order to minimize the threat and impact to lives, property, the transportation network and the regional economy.</p>	<p>SSPS Site (Option 1) <i>Not Applicable:</i> Same as above.</p> <p>Vignes Lot (Option 2) <i>Not Applicable:</i> Same as above.</p>

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Table 5.9-3 Regional Comprehensive Plan Consistency

RCP Goal	Project Consistency
RCP Issue: Economy	
<p>Achieve economic development while being consistent with the region's sustainability goals for land use, air quality, and other resource areas.</p>	<p>Consistent: The Proposed Project would provide temporary construction employment opportunities. For long-term operation, the combined CCTF and TTCF staffing (i.e., LASD and Department of Health Services) increase would be 50. Therefore, slight indirect economic gain through increased employment opportunities is anticipated while meeting sustainability goals of air pollution reduction, water conservation, and energy efficiency.</p> <p>SSPS Site (Option 1) Consistent: The SSPS Site is already developed as a surface parking lot, and provision of additional parking capacity in the area under this option would not conflict with the existing land use or other goals related to the regional economy.</p> <p>Vignes Lot (Option 2) Consistent: Under this option, the Vignes Lot development would provide temporary construction employment opportunities. Therefore, slight indirect economic gain through increased employment opportunities is anticipated while meeting sustainability goals of air pollution reduction, water conservation, and energy efficiency.</p>
<p>Enable business to be profitable and competitive (locally, regionally, nationally, and internationally).</p>	<p>Not Applicable: The Proposed Project is not a business enterprise.</p> <p>SSPS Site (Option 1) Consistent: Under this option, once the CCTF is completed, the SSPS would also be available for the public use. Providing additional parking capacity in the area would be beneficial for the area businesses.</p> <p>Vignes Lot (Option 2) Not Applicable: The Vignes Lot is not part of a business enterprise.</p>
<p>Ensure that the maximum number of residents participate in the growth of prosperity in the SCAG region.</p>	<p>Not Applicable: This is a broad goal outside the Project's scope.</p> <p>SSPS Site (Option 1) Not Applicable: Same as above.</p> <p>Vignes Lot (Option 2) Not Applicable: Same as above.</p>
<p>Promote sustained economic health through diversifying the region's economy, strengthening local self-reliance and expanding competitiveness.</p>	<p>Consistent: The Proposed Project would provide construction employment opportunities in the area and result in minimal increase in staffing. Additionally, development of a facility that meets mental health, medical, and substance use disorder treatment needs of inmate-patient population would likely reduce recidivism and provide better re-entry support, thereby providing more opportunities for former inmate-patients to participate in the workforce.</p>
<p>Ensure a healthy, flourishing economy that provides sufficient employment opportunities to decrease poverty and meet the basic needs of all the people who participate in our economy by promoting education and workforce training policies that give residents an opportunity to compete for the full range of jobs available with good wages and benefits.</p>	<p>SSPS Site (Option 1) Consistent: Under this option, once the CCTF is completed, the SSPS would also be available for the public use. Providing additional parking capacity in the area would be beneficial for the area businesses.</p>

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Table 5.9-3 Regional Comprehensive Plan Consistency

RCP Goal	Project Consistency
	<p>Vignes Lot (Option 2) Consistent: If this option is selected, the parking lot development would provide construction employment opportunities and provide convenient parking supplies to CCTF and TTCF employees.</p>

Source: SCAG 2008.

Consistency with Regional Transportation Plan/Sustainable Communities Strategy

The RTP/SCS serves as the planning document for improving the transportation system of the region. Table 5.9-4 addresses the Proposed Project’s consistency with the goals of the RTP/SCS. Because the Proposed Project would be served by the existing roadway system and would not make major land use changes, the Proposed Project would generally be consistent with the RTP/SCS goals, except where regional transportation goals do not apply to the Proposed Project.

Table 5.9-4 RTP/SCS Consistency

RTP/SCS Goal	Project Consistency
1. Align the plan investments and policies with improving regional economic development and competitiveness.	<p>Consistent: The Proposed Project would slightly increase the number of staffing at the CCTF and also provide construction employment opportunities in the area during construction.</p> <p>SSPS Site (Option 1) Consistent: Under this option, once the CCTF is completed, the SSPS would also be available for the public use. Providing additional parking capacity in the area would be beneficial for the area businesses.</p> <p>Vignes Lot (Option 2) Consistent: Under this option, the parking lot development would provide construction employment opportunities and provide convenient parking supplies to CCTF and TTCF employees.</p>
2. Maximize mobility and accessibility for all people and goods in the region.	<p>Consistent: The Proposed Project would not change the offsite roadway network and would have no effect on regional mobility or accessibility for the transport of people or goods. The Project would include video visitation stations and video interview rooms to decrease vehicle trips to the Project Site during operation. The Proposed Project would also be required to transport hazardous materials by using routes with the least overall travel time.</p> <p>SSPS Site (Option 1) Consistent: The SSPS Site is already developed as a surface parking lot, and the development of the parking structure under this option would not conflict with area mobility, transportation system, or accessibility.</p> <p>Vignes Lot (Option 2) Consistent: If this option is selected, the Vignes Lot parking structure and/or other non-custodial project-related uses would support the traffic associated with CCTF and TTCF and itself would not create</p>
3. Ensure travel safety and reliability for all people and goods in the region.	
4. Preserve and ensure a sustainable regional transportation system.	

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Table 5.9-4 RTP/SCS Consistency

RTP/SCS Goal	Project Consistency
	new vehicle trips. Development of the parking structure would not conflict with area mobility, transportation system, or accessibility.
5. Maximize the productivity of our transportation system.	<p>Consistent: The Proposed Project would utilize the existing roadway network and public transit with no significant impacts to local intersection or roadway operations.</p> <p>SSPS Site (Option 1) Consistent: The SSPS Site is already developed as a surface parking lot. If this option is selected, the development of the SSPS would not conflict with the productivity of the area transportation system.</p> <p>Vignes Lot (Option 2) Consistent: If this option is selected, the Vignes Lot parking structure and/or other non-custodial project-related uses would support the traffic associated with CCTF and TTCF and itself would not create new vehicle trips. The Proposed Project would utilize the existing roadway network and no significant impacts to local intersection or roadway operations would occur, as discussed in Section 5.12, <i>Transportation and Traffic</i>.</p>
6. Protect the environment and health of our residents by improving air quality and encouraging active transportation (e.g., bicycling and walking).	<p>Consistent: The Project Site is served by Metrolink and other rail passenger providers at Union Station, and the nearest bus stop is near the corner of Cesar E Chavez Avenue, 0.15 mile to the south. The Project would also include video visitation stations and video interview rooms to decrease vehicle trips to the Project Site. The County Code (Chapter 5.9, Vehicle Trip Reduction) requires the County to implement an ECRP, or Rideshare Plan, to reduce VMT. In compliance with the County requirement, the Proposed Project would incorporate PDF TRAN-1 to implement and consider expanding the existing menu of MCJ's TDM measures to reduce VMT.</p> <p>SSPS Site (Option 1) Not Consistent: The SSPS Site is already developed as a surface parking lot, and providing additional parking spaces under this option would not encourage nonmotorized transportation such as bicycling and walking.</p> <p>Vignes Lot (Option 2) Not Consistent: Under this option, the Vignes Lot parking structure would provide convenient parking to CCTF and TTCF employees and visitors. Providing additional parking spaces would not encourage nonmotorized transportation such as bicycling and walking.</p>
7. Actively encourage and create incentives for energy efficiency, where possible.	<p>Consistent: The Proposed Project would replace an outdated jail facility that was constructed in the 1960s and 1970s. The Proposed Project would be designed and constructed with sustainable principles to achieve at least LEED Gold level of certification or equivalent standard and comply with the County's Green Building Standards Code. The Proposed Project would also be designed and constructed in accordance with the California Code of Regulations, Title 24, Building Energy Efficiency Program, which establishes a minimum level of building energy efficiency and requires energy efficient measures for ventilation; insulation; and construction as well</p>

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Table 5.9-4 RTP/SCS Consistency

RTP/SCS Goal	Project Consistency
	<p>as energy-saving appliances, conditioning systems, water heating, and lighting.</p> <p>SSPS Site (Option 1) <i>Consistent:</i> Under this option, the SSPS would be designed and constructed with applicable County standards, including LEED Gold level of certification or equivalent standard; adopted Green Building Standards Code; and California Code of Regulations, Title 24, Building Energy Efficiency Program. It would not conflict with the goal of reducing the region's consumption of nonrenewable energy.</p> <p>Vignes Lot (Option 2) <i>Consistent:</i> Under this option, the Vignes Lot parking structure and/or other non-custodial project-related uses would be designed and constructed with applicable County standards, including LEED Gold level of certification or equivalent standard; adopted Green Building Standards Code; and California Code of Regulations, Title 24, Building Energy Efficiency Program. It would not conflict with the goal of reducing the region's consumption of nonrenewable energy.</p>
<p>8. Encourage land use and growth patterns that facilitate transit and non-motorized transportation.</p>	<p><i>Consistent:</i> The Project Site is served by Metrolink and other rail passenger providers at Union Station, and the nearest bus stop is near the corner of Cesar E Chavez Avenue, 0.15 mile to the south. The Project would include video visitation stations and video interview rooms to decrease vehicle trips to the Project Site. The County Code (Chapter 5.9, Vehicle Trip Reduction) requires the County to implement an ECRP, or Rideshare Plan, to reduce VMT. In compliance with the County requirement, the Proposed Project would incorporate PDF TRAN-1 to implement and consider expanding the existing menu of MCJ's TDM measures to reduce VMT.</p> <p>SSPS Site (Option 1) <i>Consistent:</i> The SSPS Site is already developed as a surface parking, and the SSPS development under this option would not change the existing land use of the site. By providing additional parking capacity on the existing parking lot, other areas could be preserved for land uses that facilitate transit and nonmotorized transportation.</p> <p>Vignes Lot (Option 2) <i>Not Consistent:</i> Under this option, the Vignes Lot parking structure would provide convenient parking to CCTF and TTCF employees and visitors. Therefore, the parking structure development would not encourage transit and nonmotorized transportation.</p>
<p>9. Maximize the security of the regional transportation system through improved system monitoring, rapid recovery planning, and coordination with other security agencies.</p>	<p><i>Not Applicable:</i> The Proposed Project would not affect security on the roadways or otherwise implement monitoring or planning for the transportation system.</p> <p>SSPS Site (Option 1) <i>Not Applicable:</i> Same as above.</p> <p>Vignes Lot (Option 2) <i>Not Applicable:</i> Under this option, the Vignes Lot parking structure</p>

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Table 5.9-4 RTP/SCS Consistency

RTP/SCS Goal	Project Consistency
	and/or other non-custodial project-related uses development would not affect security of the regional transportation system.

Source: SCAG 2016.

Regional Growth Forecasts

Growth projections for individual cities and counties have been prepared by SCAG as part of its regional planning efforts for the development of the RCP, RTP/SCS, and RHNA. These growth projections are based on input provided by the individual cities and counties. Upon completion of the Proposed Project, the combined staffing total for CCTF and TTTCF would increase from 5,729 to 5,779. Although TTTCF is not part of the Proposed Project, the project implementation would result in a staffing reduction at TTTCF, and therefore the total staffing numbers have been combined for this analysis. The Proposed Project would not conflict with the City’s Central North Community Plan, which the City uses, along with other data, to develop growth projections provided to SCAG for use in regional growth forecasts.

There were 1,753,558 jobs in the City of Los Angeles in 2013, a decrease of 3 percent from 2007; however, SCAG forecasts that the number of jobs will increase to 1,818,700 by 2020 and 1,906,800 by 2035 (SCAG 2015b). The Proposed Project would result in an increase of 50 staff, which is negligible (i.e., less than 0.003 percent) compared to the City’s total employment for 2020 and 2035 projections. No substantial change in land use is proposed, and when compared to the large employment pool available in the City of Los Angeles, the increase in staffing that represents less than 0.003 percent of the total employment would not require changes to the SCAG’s growth projections for the City of Los Angeles. No conflict with regional growth forecasts would occur, and impacts would not be significant.

Spring Street Parking Structure Site (Option 1)

The SSPS Site is designated Regional Commercial in the City’s general plan and is in the Central City North Community Plan, Chinatown subarea. The goal of the commercial uses in the Central City North Community Plan is to provide “a strong and competitive commercial sector which best serves the needs of the community through maximum efficiency and accessibility while preserving the historic commercial and cultural character of the district.” The SSPS Site is currently developed as a surface parking lot, and the Proposed Project would continue to use the site for parking automobiles. Furthermore, this site is zoned “C2-2” (Commercial Zone District), and parking buildings and all buildings containing automobile as primary or accessory uses are permitted in the C2 Zoning District. The new parking structure would be used for general and current and long-term County and public parking needs, in a commercial area where lack of parking is an issue. Providing additional parking would benefit the efficiency and accessibility of Chinatown, and the Proposed Project would not conflict with the general intent of the commercial zoning. No general plan or zoning amendments would be necessary. As the SSPS would not affect the land use assumptions used by the City to develop growth projections provided to SCAG for use in regional growth forecast, impacts would be less than significant.

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Vignes Lot (Option 2)

The Vignes Lot is approximately 200 feet northwest of the CCTF, and a direct pedestrian connection would be provided in the form of a pedestrian improvement, bridge, or tunnel. This parking structure would serve staff and visitors associated with the CCTF and/or TTCF and would not itself affect growth projections for the City. No conflict with regional growth forecasts would occur, and impacts would be less than significant.

Level of Significance before Mitigation: Impact 5.9-2 would be less than significant.

Impact 5.9-3: The Proposed Project would not conflict with any applicable habitat conservation plan or natural community conservation plan. [Threshold LU-3]

Impact Analysis: The Project Site, the SSPS Site, and the Vignes Lot are not within the plan area of any habitat conservation plan or natural community conservation plan, and the proposed development would not conflict with any such plan. No impact would occur.

Level of Significance before Mitigation: No impacts related to Impact 5.9-3 would occur.

5.9.5 Cumulative Impacts

Development of the Proposed Project in conjunction with cumulative development in accordance with the related project list in Chapter 4 would not result in citywide land use and planning impacts. The Project Site is already developed as a County jail facility in a fully urbanized area of the City's downtown. The SSPS Site is also developed as a surface parking lot, approximately 0.3 mile west of the Project Site in Chinatown. The Vignes Lot is approximately 200 feet northwest of the Project Site, and is currently vacant. The Vignes Lot and surrounding area are designated as heavy industrial and development of a parking structure would be compatible with other uses in the area. The Proposed Project would replace the existing MCJ with the CCTF operation that would provide an improved mental, medical, and substance use disorders treatment facility that focuses on diversion instead of incarceration. The selected parking structure option would support the proposed CCTF without creating land use conflicts that could result in significant environmental effect. The current uses on the Project Site and the SSPS Site are consistent with the existing land use plans and policies—the General Plan and Zoning Ordinance, SCAG's RCP, RTP/SCS, and the HCP/NCCP—as applicable, and no change to these existing uses would occur. The Vignes Lot is currently vacant surrounded by heavy industrial land uses, and a parking structure is permitted under the existing land use plans and policies. The Proposed Project, including both parking structure options, would not require any land use plan and/or policy amendments, and would not result in significant individual land use impact through incompatible uses. Therefore, implementation of cumulative development in accordance with the City's general plan, combine with the Proposed Project, would not result in cumulatively considerable land use impacts.

5.9.6 Level of Significance Before Mitigation

The following impacts would be no impact:

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- **Impact 5.9-1** Project implementation would not physically divide an established community.
- **Impact 5.9-3** The Proposed Project would not conflict with any applicable habitat conservation plan or natural community conservation plan.

The following impact would be less than significant:

- **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 County General Plan, the Central City North Community Plan, or SCAG regional plans) adopted for the purpose of avoiding or mitigating an environmental effect.

5.9.7 Mitigation Measures

No mitigation measures are required because there were no significant impacts identified under the applicable thresholds.

5.9.8 Level of Significance After Mitigation

Because no mitigation measures are required, impacts are the same as described in Section 5.9.6.

5.9.9 References

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