

6. Significant Unavoidable Adverse Impacts

Pursuant to Section 15126.2(b) of the CEQA Guidelines, this EIR considers the significant environmental effects which cannot be avoided if the Proposed Project is implemented. At the end of Chapter 1, *Executive Summary*, is Table 1-2, which summarizes the Proposed Project's potential environmental impacts, PDFs, RRs, MMs, and levels of significance before and after mitigation. The Project-generated traffic volumes would result in significant traffic impacts in the PM peak hour at one intersection under cumulative conditions only for the off-site parking at the Vignes Lot scenario - Option 2.

6.1 TRANSPORTATION AND TRAFFIC

Impact 5.12-2

Operational Impact

The Project-generated traffic volumes would result in significant traffic impacts in the PM peak hour at one intersection under cumulative conditions for the off-site parking at the Vignes Lot scenario - Option 2 only.

Without the Project, out of 16 study intersections, five intersections would operate at unacceptable LOS E or worse during AM and/or PM peak hours under the future base year scenario. With Project, the same five intersections would operate at unacceptable LOS E or worse during AM and/or PM peak hours. Where LOS is E or F, a project is considered to have a significant impact if project-related increase in V/C is equal to or greater than 0.010. The changes in traffic projected to result from the Proposed Project under Option 1 would not have a significant impact on the future levels of service in the study area. However, one additional intersection is projected to operate at LOS E under Future with Project (Option 2) conditions.

- (ID #2) Main Street & Alpine Street/North Vignes Street (PM peak hour)

Implementation of PDF TRAN-1 would expand the County TDM measures and reduce traffic impacts.

PDF TRAN-1 Before the opening of the Proposed Project, The County of Los Angeles will expand the current menu of Transportation Demand Management (TDM) measures to reduce vehicle trips related to the Consolidated Correctional Treatment Facility (CCTF). In addition to the TDM measures currently in place, the following additional TDM measures will be considered for implementation following completion of the CCTF.

- Direct financial awards for ridesharing
- Preferential parking for those who rideshare
- Parking pricing

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- Parking cash-out
- Transit pass subsidy
- Vanpool program
- Review the existing pedestrian pathways between the Project Site and the Patsaouras Transit Plaza for ways to enhance their safety or convenience.
- If Option 1 is implemented, continue the temporary construction-period shuttle between the Project Site and the SSPS Site into the operational period, and alter the route to better connect it with the Patsaouras Transit Plaza.

Mitigation Measures

Option 2

MM TRAN-6 **(ID #2) Main Street & Alpine Street/North Vignes Street (PM peak hour):** Prior to issuance of Certificate of Occupancy for the Vignes Lot parking structure, the County shall widen the westbound approach of North Vignes Street to provide a separate right-turn lane at the Main Street & Alpine Street/North Vignes Street intersection.

Implementation of MM TRAN-6 would mitigate the identified impact under Future Year with Project (Option 2) conditions, resulting in a V/C ratio of 0.492 (LOS A) in the AM peak hour and a V/C ratio of 0.772 (LOS C) in the PM peak hour at the Main Street & Alpine Street/North Vignes Street intersection.

The ability to implement this mitigation measure is subject to the review and approval of LADOT, and is thus dependent on factors beyond the control of the County. Therefore, the County cannot guarantee implementation of recommended improvement at the Main Street & Alpine Street/North Vignes Street intersection, and could remain significant if off-site parking Option 2 is selected and MM TRAN-6 cannot be implemented. Therefore, Impact 5.12-2 would remain **significant and unavoidable**. If this traffic measure is approved, with implementation of the recommended mitigation measures, there will be no unmitigated significant impacts of the Proposed Project under either off-site parking scenario.