

1. 執行摘要

1.1 簡介

本環境影響報告（EIR）涉及與建議綜合懲教所（CCTF 或建議專案）相關的潛在環境影響。綜合懲教所擬定取代現有的男子中央監獄（MCJ），而在洛杉磯市中心同一地點，設立一個現代化糾正中心拘留所和為男女囚犯提供配套設施。建議專案將為患者提供更好的護理，包括加強醫療、物質使用障礙和精神健康治療以及治療環境，這些都旨在減少再犯。

綜合懲教所旨在滿足懲教所標準，確保員工、囚犯和訪客的安全。建議專案將不超過 3885 張床，不增加縣監獄囚床總數，因為現有的「男子中央監獄」將作為建議專案的一部分拆除。除了開發男子中央監獄場地外，建議專案可能包括在兩個備選地點之一建造場外停車場：Spring Street 停車場（SPSS）場地（方案一）或 Vignes 地段（方案二）。

綜合懲教所將是該縣整個拘留系統的集中懲教治療專案。將其設計和運作為綜合治療設施，其中，縣保健所和治安部門（LASD）無縫提供安全、醫療/心理健康保健，並以尊嚴和安全的方式實施最佳的隔離、治療和收押囚犯的新實踐。在本環境影響報告中，建議以治療為主導的綜合懲教所中的囚犯被稱作「患病囚犯」。

該環境影響報告是根據「加州環境品質法（CEQA）」和「加州環境品質法指導方針」制定。該縣主要負責批准、建造和運營綜合懲教所，是行業先行機構。編寫環境影響報告草案後的下一步將是 60 天的書面評論機會。在最終環境影響報告中，該縣將為公眾和單位的意見作出書面答覆，由縣督導委員會進行考慮，結合其對擬議專案建議的日後審查。

環境影響報告審查了「加州環境品質法指導方針」所反映的 17 個環境主題領域，並提出了 20 項減緩措施以及 22 條專案設計特徵和 30 項法規要求；在擬議專案獲得批准時，將予以實施。環境影響報告的結論是，在實施所述措施的情況下，專案不會對方案 1（Spring 街停車場場地）場外停車場造成任何重大的環境影響。環境影響報告進一步得出結論，除非擬議緩解措施（MM TRAN-6）得到洛杉磯市批准，否則在方案 2（Vignes 地段）場外停車場的一個十字路口可能會有一個重要的、不可避免的交通影響。如果此交通措施獲得批准，則透過實施擬建減緩措施，擬議專案對兩處場外停車場均不會產生重大影響。

環境影響報告審查了擬議專案替代方案的合理範圍，包括無專案的替代方案，以及它們的相對優點和實現專案目標的能力。

1. 執行摘要

本執行摘要含有一個表格，其中列出了評估過的每個環境主題領域以及所有適用的專案設計特徵、法規要求和建議的緩解措施。

1.2 專案位置

綜合懲教所的擬議專案將取代同一地點的縣級男子中央監獄，佔地 17.7 英畝，東接 Bauchet Street，南連 North Vignes Street，並在西部和北部通往洛杉磯市鐵道（專案場地）。專案場地的街道地址包括 East Bauchet Street 429、433、441、506、510 和 550 號，以及 North Vignes Street 1000 和 1020 號。

位於專案場地南部的 Bauchet Street 是縣級雙子塔懲教所 (TTCF)，由兩所監獄塔、一個收囚中心 (IRC) 和懲教中心 (CTC) 組成的。

1.2.1 場外停車場：Spring Street 停車場場地（方案1）

本環境影響報告分析了可能會在 North Spring Street 725、739 和 747 號建造 Spring Street 停車場（多達 1,500 個停車位）。Spring Street 停車場場地是現有縣級地面停車場，佔地面積 1.66 畝，位於由東部 Spring Street、西部 New High Street，南部 Ord Street 以及北部 Alpine Street 所包圍街區的中心部分。距離專案場地以西約 0.6 英里。如果實施方案 1，將不會如下文備選方案 2 所述在 Vignes 地段建造停車場。

1.2.2 場外停車場：Vignes 地段（方案 2）

該環境影響報告還分析了在 Vignes 地段 - 距離專案場地西北 200 英尺的 4 畝空地，在洛杉磯市 North Vignes Street 1060 號處，可能建造一個場外停車場（多達 3,000 個停車位），在專案建設和運營期間用於停車和/或其他非監管性專案相關用途。該方案將包括：為與綜合懲教所或雙子塔懲教監獄相關的工作人員和訪客設計和建造的多層停車場。根據該方案，還將提供擬議 Vignes 地段停車場與綜合懲教所之間的連通。如果實施備選方案 2，則將不會如以上方案 1 所述在 Spring Street 停車場場地建造停車場。

1. 執行摘要

1.3 專案摘要

以治療為主導的模式

該縣擬定重新利用現有的男子中央監獄場地，開發和運營一個不超過 3,885 個患者床位和多達 240 萬平方英尺建築面積的新式綜合懲教所。綜合懲教所將開發多處不超過 400 英尺高的中高層建築。現有的男子中央監獄已陳舊，在功能上已經過時。綜合懲教所將包括一個新式懲教所，它提供綜合保健所和治安部門及縣保健所工作人員支援職能，並結合為男性和女性患病囚犯提供心理健康、物質使用障礙以及醫療和教育計畫的新興實踐。擬議專案將包括以治療為主導的住所設計特點：每一層均提供計畫空間和治療室，以及每間住所內均提供計畫和治療室。每間住所將設 40 張床，而不是 64 張床。以治療為主導的綜合懲教所的優勢包括：設計用作治療社區的住所，更廣泛的現場治療，改善醫療和心理健康評估，更加直接和個人化的患病囚犯與員工之間的接觸，減少了患病囚犯流動，改善治療流程，減少工作人員流動，改進自殺預防策略，方便殘障人士進出，改善視線範圍和提高安全性，提高了管理波動患病囚犯人數的靈活性，改善了重返社區服務，減少了再犯。

直接督導模式

綜合懲教所並不是傳統地從封閉的工作人員工作室監視囚犯，而是要求對住所和計畫區進行直接督導模式。工作人員將在住所內共用一個工作區，作為一個治療社區，更加方便工作人員對患病囚犯的督導以及他們之間的交流。不同的是，高度安全房（HSH）和高度觀察房（HOH）內的督導將遵循傳統模式。

治療計畫和服務

物質使用障礙（SUD）治療計畫。 收入後，患病囚犯將在收囚中心進行評估，如果需要，在醫療解毒室進行初步治療。物質使用障礙（SUD）治療計畫將為每間房間的患病囚犯提供長期治療。許多精神病患者患有共同存在的物質使用障礙問題。縣公安部門、藥物濫用防治辦（DPH-SAPC）將督導強化物質使用障礙治療計畫。

心理健康服務。 綜合懲教所心理健康治療計畫（MHTP）將在監獄心理健康保健中納入新興實踐，包括在安全和可靠的懲教環境中實現最佳的設施和方案設計、課程和人員配置。綜合懲教所心理健康治療計畫將採用多學科團隊方法，創建一個治療環境，最大限度地提高心理健康規劃，重點是群體干預；心理健康、物質使用障礙和醫療保健的整合；發佈規劃；及納入社區提供者。綜合懲教所心理健康治療計畫的目標是在臨床上以最小限度的護理水準提供治療環境和個人化服務，以穩定囚犯的精神疾病，使他們參與治療，傳授技能和培養行為，從而可以在監獄內及回歸社區時最大提升技能，促進準備回歸社區和重新融入社區，減少再犯。

以教育為主的監禁（EBI）。 以教育為主的監禁（EBI）計畫將透過創造提供教育機會和生活技能計畫的監護環境來幫助囚犯意識到自己的潛能。

1. 執行摘要

現場專業醫療服務。 將根據綜合懲教所人群所需提供各種服務 - 認識到許多精神病患者需要高水準的醫療保健，包括藥物和/或實驗室服務。專業服務將包括緊急護理和專科護理診所，涵蓋了透析、愛滋病毒診所、牙科、視力、實驗室和骨科。這些服務將歸為一體，並可在基本安全範圍內輕鬆獲得。將在居住樓層提供額外的日常醫療服務。

治療環境特徵

綜合懲教所自然光充足，噪音干擾較小，並在實際中加強隱私保護。治療環境特徵也將有助於給員工締造優質的工作環境。將提供遊憩空間。

擴大探訪計畫

如下文進一步討論，綜合懲教所將提供接觸探訪、擴大非接觸探訪、視訊探訪和專業探訪的機會。男子中央監獄不提供接觸探訪。

1.3.1 專案設施和運營

該專案場地目前由一所 20 世紀 60 年代和 70 年代的監獄組建而成。2006 年至 2014 年間，男子中央監獄的囚犯人數為 4,782 人；2015 年平均囚犯人數為 4,220 人；2016 年的平均囚犯人數為 4,213 人。

與建造男子中央監獄的 20 世紀 60 年代和 70 年代相比，目前加州設計和運營監獄的標準要求更多平方英尺的囚室、宿舍、休閒場所；更多的節目和娛樂時間；更多的窗戶和自然採光。此外，與傳統監獄相比，擬議綜合懲教所的規模和成本更大，反映了全新改進的循證監獄設施標準，並擴大了心理健康和物質使用障礙治療、醫療以及計畫空間。

收囚中心 (IRC)

新式收囚中心將取代和更新雙子塔懲教監獄的男性囚犯的現有收囚、評估和釋放場所，以及目前世紀地區拘留所 (CRDF) 的女性囚犯的收囚、評估和釋放設施。在收押過程中，會根據醫療和心理健康需求評估囚犯，並在分配住所之前使用「開放式預約」系統進行評估分級，所有這些服務都將協調一致，以提高效率。

透過為重返社區和資源中心 (CRRC) 管理的釋放後服務和計畫創造足夠空間，新式收囚中心還將加強釋放過程。重返社區服務，將由保健所和治安部門和其他縣實體與社區組織協調管理，目的是減少再犯。

住房類型

綜合懲教所提出了不同的治療床類型，並提供了一個護理水準療程。擬議綜合懲教所總共設床數為 3885 張，分配如下：懲教中心心理健康：240 張床；懲教中心醫療：120 張床；高度觀察房：

1. 執行摘要

840 張床；中度觀察房 (MOH)：1,800 張床；醫療門診專用房 (MOSH)：480 張床；醫療解毒：200 張床；以及高度安全房：205 張床。

綜合懲教所住房類型概述如下。

懲教中心（懲教中心心理健康和懲教中心醫療）。 懲教中心將從雙子塔懲教監獄轉到綜合懲教所。新的懲教中心將擴大現有許可的患者床位和用於醫療及急性心理健康治療計畫的治療空間。懲教中心的醫療部分專用於那些不需要一般急性護理水準的醫療服務的住院病人，但需要門診無法提供的專業督導的醫療保健。擬議懲教中心心理健康部門將為監獄系統中最嚴重的精神病患者提供許可的住院治療。懲教中心床位和治療空間的增加將使更多的患者得到治療，與目前的懲教中心相比，所提供的治療方法將更加有效。隨著病人在治療計畫中取得了進展，他們可以無縫轉移到適合他們改善後狀況的住房和療程中。相反，如果病人的病情惡化，可迅速將其轉移到具有更高護理水準的部門。一旦這些病人穩定下來，他們就會回到醫療或心理健康過程中，或者回到普通群體中。

高度觀察房。（高度觀察房） - 高度觀察房將為需要集中觀察和治療干預的病人提供心理健康保健，包括風險預防措施，但不需要懲教中心的住院治療。有四種類型的高度觀察房：單間和雙人間，4 人間和 8 人間。單間將用於有較高安全級別的住院病人，以及不能與室友安全共處一室的患有精神疾病的病人。高度觀察房將由兩個並排的房間組成，每個房間有 40 個床位。每對房間都將共用治療和配套空間，但整體人口密度和治療團體規模將會比低敏度房間更小。

中度觀察房。（中度觀察房） - 中度觀察房將為病人提供廣泛的心理健康診斷，他們不需要特別的高度觀察房服務。有五種類型的中度觀察房：單間和雙人房，8 人間、20 人間、40 人間。單間將用於那些有較高安全級別的病人；沒有這些預防措施的病人將分配到每個房間，根據他們的敏感度，每個房間配有更多的床位。

醫療門診專用房。（醫療門診專用房） - 醫療門診專用房將為患有各種醫療或行動問題的病人提供病房，防止他們與普通病人住在一起。這些病人不需要特別的醫療護理，而是患有一些慢性疾病，或者正在從社區或懲教中心護理療程中回歸到普通人群。在醫療門診專用房的病人需要一定程度的護理協助，但不需要住院治療。醫療門診專用房有兩種類型：單間和宿舍。

醫療解毒。 臨時住房是專為那些正在接受藥物治療以治療停止飲酒或吸毒後出現的急性身體症狀的病人而提供。解毒室病房入住時間一般為 24 小時至 5 天。解毒病房配有單間和宿舍。

高度安全房。（高度安全房） - 綜合懲教所將包括高度安全房，用於需要特殊處理或安全的囚犯。根據定義，這種群體需要最高級別的安全和控制。這些囚犯中許多人對其他人，包括工作人員或其他犯人構成嚴重的危險。為了自身個人的安全和保護，某些人必須遠離他人。這些囚犯具有最高級別的監護和安全等級，並將安置在綜合懲教所，儘量減少高安全性的囚犯在收監和釋放、醫療服務和法庭運輸之間的移動。

1. 執行摘要

將在單個囚室中提供高度安全房，五個雙囚室（每個囚室將分配到五個單獨房間）除外。高度安全房將設計成 20 個囚室，或 20 至 21 人間。對四個房間進行分組，使之成為具有配套設施與安全性，以及可以管理和使用其他設施的房間。

綜合懲教所配套設施

綜合懲教所將包括以下配套設施改進：

- **行政中心。**綜合懲教所區內設有管理人員和縣衛生機構與保健所和治安部門工作人員的行政辦公室。
- **法庭傳訊。**這包括替換中央法庭傳訊的刑事案件，包括違反假釋的聽證會和釋放後的社區督導違法行為。
- **配套服務。**包括工作人員服務、食品服務、維修店和倉庫。這些服務要求可進入所有的住房區和運送車輛的通道。
- **停車場。**這包括現場停車和兩個場外停車方案。兩種方案中有一個方案保留現有的 4 層和 10 層的停車場。停車方案 1 和方案 2，詳見第 1.3.4 節。
 - 根據方案 1，將在 Spring Street 停車場場地上建造多達 1500 個停車位的停車場；在綜合懲教所的建造過程中，綜合懲教所和雙子塔懲教監獄的工作人員和訪客將使用這個停車場。在完成綜合懲教所建造後，Spring Street 停車場可供他用。在專案場地上將建一個新的 3000 個停車位的停車場，供綜合懲教所和雙子塔懲教監獄的工作人員和訪客長期使用。
 - 根據方案 2，在 Vignes 地段上將建造一個新的 3000 個停車位的停車場，供綜合懲教所和雙子塔懲教監獄的工作人員和訪客長期使用，以及其他縣使用。
- **現場流動。**包括 Bauchet Street 和 North Vignes Street 分界之間的法院線路和公交排隊區、緊急通道、環路和 North Vignes Street 上的車輛車道。該專案會封閉 Bauchet Street 的一部分，以限制進入未來訪客停車場的公共交通。
- **中央公用設施工廠。**（CUP）- 現有的中央供暖廠將被替換為中央公用設施工廠（CUP），服務於綜合懲教所和雙子塔懲教監獄。
- **連通到雙子塔懲教監獄的安全人行天橋。**現有的安全人行天橋連接男子中央監獄和雙子塔懲教監獄，Bauchet Street 對面將被換為一個新的橋樑或 Bauchet Street 地下隧道，連接綜合懲教所和雙子塔懲教監獄，確保收監和釋放囚犯、法庭或其他懲教所和交通、入住和醫療之間的持續安全移動。

1. 執行摘要

- **人行天橋改善。**根據方案 2，將完成人行天橋的改進，以將 Vignes 地段上的新場外停車場連通到綜合懲教所。這些改善可以包括在現有鐵軌上的一座橋樑，一條在現有鐵軌下的隧道，以及/或沿著 North Vignes Street 的天橋改善。
- **其他設施。**綜合懲教所的其他設施將包括：所有建築的安全設施/照明、通訊設施和直升機，超過 75 英尺且符合縣消防法規。

1.3.2 囚犯探訪

針對患病囚犯和訪客，綜合懲教所將提供四種類型的探訪：1) 接觸探訪、2) 非接觸探訪、3) 視訊探訪、4) 專業探訪。接觸探訪為犯人和訪客提供了面對面交流的機會，允許身體接觸。在非接觸式探訪中，囚犯和訪客被玻璃隔板隔開，不允許身體接觸。視訊探訪是透過一個視訊會談計畫進行的遠距離探訪，允許囚犯和來訪者透過電腦和螢幕進行交流。專業探訪包括與患病囚犯的律師、心理健康專業人員和/或法庭指派代表的會談。

男子中央監獄目前沒有接觸探訪。囚犯們從他們的住所轉移到探訪中心，在那裡進行非接觸探訪。綜合懲教所將提供基礎設施，以適應每一層住所的非接觸和專業探訪，也就是說，將篩選過的來訪者帶到患病囚犯面前，而不帶犯人出去。這一安排將使更多的工作人員更有效率，而無需將患病囚犯帶離其住所。

視訊探訪也將在住所內進行，或在每一層住所的非接觸探訪區域內進行。該縣目前在各縣設施內設有公開的視訊探訪工作站，而綜合懲教所將包括此類現場視訊探訪工作站。對於符合保健所和治安部門批准標準的患病囚犯，將提供接觸探訪。提供由工作人員觀察的單獨探訪室，可以讓患病囚犯私下會見家人或律師。

1.3.3 綜合懲教所人員配備

現有的男子中央監獄目前工作時間為 8 小時三班制：上午 6 點到下午 2 點，下午 2 點到晚上 10 點，晚上 10 點到早上 6 點。綜合懲教所也將執行三班制。綜合懲教所、雙子塔懲教監獄和收囚中心每天日夜運營，從不休息。大多數員工在結束換班前都需要放鬆，因為要接班的員工必須穿戴整齊，聽取上一班工作人員的彙報，並對崗位進行控制，從而在輪班之間產生交替。

擬議專案將把現有的懲教中心和收囚中心從雙子塔懲教監獄遷移到街道對面的新綜合懲教所。雖然雙子塔懲教監獄不是擬議專案的一部分，但綜合懲教所的實施將導致雙子塔懲教監獄的員工減少。完成後，擬議專案將有 730 名早班人員，2,236 名上午值班人員和 1,181 名下午值班人員提供服務，每班次分別增加 79、212 和 147 人次。擬定的人員配備總數達 4,147 人，目前男子中央監獄員工為 3,709 人，超過 438 人。然而，由於將雙子塔懲教監獄的心理健康護理床搬遷至綜合懲教所，雙子塔懲教監獄的現有員工人數將減少 388 人。綜合懲教所和雙子塔懲教監獄的總體人員將從 5,729 人增加到 5,779 人，增加了 50 人。

1. 執行摘要

1.3.4 停車

擬議專案包括兩個建造和運作停車場要求的方案。場外停車方案中仍將保留現有服務於男子中央監獄和雙子塔懲教監獄的四層和十層停車場。在拆遷男子中央監獄和建造綜合懲教所期間，將使用 Spring Street 停車場場地（方案 1）或 Vignes 地段（方案 2）。這個處於建造階段的停車場將提供大約 1,500 個停車位。綜合懲教所建造完成後，綜合懲教所擬議運作階段的停車場將包括根據方案 1 建造的多達 3,000 個新現場停車位，或根據方案 2 在 Vignes 地段建設的多達 3,000 個新場外停車位。

場外停車：Spring Street 停車場（方案 1）

根據方案 1，擬議專案包括在專案場地以西約 0.6 英里處，在現有單層停車場基礎上設計和建造一個擴展的多層場外停車場。這一擬議停車場將佔地 1.66 英畝，成為縣級 Spring Street 停車場場地，並將用於縣內和公共停車場的一般、目前、長期的需要，包括在專案區域建設期間的臨時停車。在施工期間，將用班車連通停車供應與男子中央監獄區，在分階段施工期間，它將繼續運營；還可將員工和訪客運至雙子塔懲教監獄。現有的地面停車場提供 255 個停車位，並透過 North Spring Street 一條車道進入。預計 Spring Street 停車場將有地面以上四或五層及地下一層，並將提供 1,200 至 1,500 個停車位。在 North Spring Street 和 New High Street 都會提供進入 Spring Street 停車場的車輛通道。綜合懲教所建成後，專案場地將建設一個最多可容納 3000 個停車位的新型停車場，Spring Street 停車場將用於一般縣內和公共停車需求。根據方案 1，專案實施不包括 Vignes 地段的停車場。

場外停車場：Vignes 地段（方案 2）

根據方案 2，擬議專案包括在專案場地西北約 200 英尺的 Vignes 地段上設計和建造一個含有地面以上七至八層的場外停車場。停車場至監區無需班車連通。在拆遷和施工期間，Vignes 地段將提供多達 1,500 個停車位，且綜合懲教所最終建成後，提供多達 3,000 個停車位。Vignes 地段停車場將滿足綜合懲教所和雙子塔懲教監獄的工作人員和訪客的停車需求。預計將在 North Vignes Street, North Alhambra Avenue 和 East College Street 上提供進入 Vignes 地段的車輛通道。將建造 Vignes 地段與綜合懲教所之間的人行天橋，包括：1) North Vignes Street 的人行天橋改善；2) 將連通 Vignes 地段與專案場地之鐵軌上的橋樑；和/或3) 將連通 Vignes 地段與專案場地鐵軌下的隧道。還將安裝綜合懲教所和 Vignes 地段之間的連通設施（例如導水管）。如果實施方案 2，那麼在 Spring Street 停車場場地不會建立停車場。

1.4 專案備選方案摘要

環境影響報告討論了擬議專案的一系列替代方案。考慮了八個備選方案，其中四個備選方案供進一步分析，將在範圍界定和專案規劃過程中考慮和駁回四個備選方案。分析確定了以下兩種替代

1. 執行摘要

方案對擬議專案的「環境優勢」；然而，擬議專案不會對實施確定的和擬定的緩解措施產生重大影響。

- 沒有專案/繼續使用現有的男子中央監獄設施
- 減少綜合懲教所容納量

1.4.1 選定替代方案，供進一步分析

- 1) 沒有專案/繼續使用現有的男子中央監獄設施
- 2) 減少綜合懲教所容納量
- 3) 增加綜合懲教所容納量
- 4) 備選地點 (Pitchess 拘留中心)

1.4.1.1 沒有專案/繼續使用現有的男子中央監獄設施

根據《加州環境品質法》要求，如果專案未獲批准並且繼續使用男子中央監獄，替代方案則會評估合理預見情況。在此替代方案下，本縣將繼續對老齡化的男子中央監獄及其配套設施進行整改，包括修復過時的公用設施和服務系統。男子中央監獄含有不符合現行懲戒標準的過時設施和設計要素。隨著男子中央監獄的繼續使用，加州政府及社區懲教委員會 (BSCC)，美國殘疾人法 (ADA) 和其他適用的懲戒標準的要求將難以實現。Vanir 在 2013 年制定的獨立審查報告 (監獄計畫報告，本環境影響報告的附錄 C) 中報告了男子中央監獄的許多美國殘疾人法的無障礙問題，許多監內鍛煉區沒有達到每天為囚犯提供適量的運動時間所需最小平方英尺空間。男子中央監獄的配置是一種線性設計，限制了工作人員和囚犯之間的足夠視線範圍，從而造成更多的高危人員自殺事件和可能防止與監獄有關的責任索賠。男子中央監獄和雙子塔懲教監獄的現有停車場不足，持續運營需要額外的租賃停車位和/或班車運作的運營成本。此替代方案不符合本縣目標，即為綜合醫療保健方案提供現代化設施，以滿足囚犯對心理健康、醫療和物質使用障礙治療的需求。

1.4.1.2 減少綜合懲教所容納量

根據此替代方案，新建的綜合懲教所將包括約 175 萬平方英尺的建築面積和 3,200 張床，與擬議專案的 3,885 張床位相比，開發強度減少了約 18%。此替代方案也會導致人員編制減少。假設擬定員工與床位之間的比例大約為 0.58 (2,245 人比 3885 張床位，不包括懲教中心和收囚中心)，一個 3,200 張床位的綜合懲教所將會有 1,850 個員工。根據此方案，仍然需要建造場外停車場，但所需容納量將低於擬議專案。綜合懲教所減少計畫將要求該縣提供其他治療或住所方案，以容納剩餘的 685 名需要護理的患病囚犯。現有的全縣監獄設施目前運轉能力不足，沒有足夠的心理健康和醫療床位來長期安置 685 名患病囚犯。因此，需要額外的治療和/或住所方案，導致服務延誤和效率低下。該替代方案由委員會於 2015 年 9 月 1 日審議，但不接受作為擬議專案

1. 執行摘要

進行評估，因為它無法提供足夠的床位，無法滿足系統中的患病囚犯人數，即使從監禁中轉移人數增多亦如此。

1.4.1.3 增加綜合懲教所容納量

增加綜合懲教所容納量替代方案提出在對現有男子中央監獄設施進行分階段拆除後，在專案場地開發一個 4,860 張床位的綜合懲教所（與擬議專案的 3885 張床位相比）。該替代方案與 2014 年 Vanir 報告提出的方案 1B 一致。此替代方案會將建築面積從擬建 240 萬平方英尺增加到 270 萬平方英尺，擴增了大約 30 萬平方英尺。假設擬定員工與床比例約為 0.58（2245 人比 3885 張床位，不包括懲教中心和收囚中心），一個容納 4,860 張床的綜合懲教所將會有 2,819 個員工。

像擬議專案一樣，此替代方案還將包括根據 Spring Street 停車場場地或 Vignes 地段兩個不同方案建造的多層場外停車場。此替代方案與督導委員會於 2015 年 9 月 1 日制定的以下相關指令並不一致：擬議專案要評估從監禁轉向和相關的最大床數從 4,860 減少到 3,885。此替代方案的所有其他方面將類似於擬議專案。

1.4.1.4 備選地點（PITCHESS 拘留中心）

根據這一替代方案，擬議綜合懲教所在目前 Pitchess 拘留中心（PDC）所用的縣級地產上，在距離男子中央監獄約 41 公里的 Castaic 未建制社區的 The Old Road 29320 號進行開發。Pitchess 拘留中心佔地 2,620 英畝，分為四個場所，混合監管級別：Pitchess 拘留中心（東），配有 926 張床；Pitchess 拘留中心（北），配有 768 張床；Pitchess 拘留中心（南），配有 846 張床；和 Pitchess 拘留中心（縣北懲教所），共 2,208 張囚床。四個 Pitchess 拘留中心中有三個目前正在以 BSCC 額定容量運營。

雖然此備選場地有足夠的土地可用於容納總共 240 萬平方英尺的 3885 張床的綜合懲教所，但是由於與洛杉磯市中心法院、雙子塔懲教監獄、洛杉磯縣/南加州大學（LAC + USC）醫療中心及其他縣和社區配套服務的距離遠，在這個備選地點建設綜合懲教所在功能和操作上不切實際。Pitchess 拘留中心備選場地位置將妨礙與新建的綜合懲教所中的收囚中心和懲教中心功能與雙子塔懲教監獄共用（此為擬議專案目標之一）。此備選場地有石油和公用設施公司擁有的地役權，需要協調和解決，才能進一步現場開發。此替代方案可以避免或大大減少擬議專案的潛在重大影響，但會在其他領域產生新的或更大的影響，而在實施所有擬定緩解措施後，擬建專案的影響都將不大。不需要開發 Spring Street 停車場場地或 Vignes 地段來建設場外停車場。

1.4.2 在範圍界定/專案規劃過程中審議和駁回替代方案

- 1) 目前全縣監獄場地之外的備選場地
- 2) 社區懲教所（私人監獄）簽訂合約

1. 執行摘要

- 3) 現有設施現代化
- 4) 沒有專案/關閉男子中央監獄 / 轉移到其他縣設施

1.4.2.1 目前全縣監獄場地之外的備選場地

根據此替代方案，綜合懲教所擁有 3885 張床位和 240 萬平方英尺的建築面積，將在目前全縣監獄之外的場地開發和運營。擬議專案的主要目標之一是最大限度地利用該縣的財政和設施資源。在目前全縣監獄系統之外的其他地方，可能需要額外的土地所有權利、授權、基礎設施升級以及其他的選址成本。該縣的主要目標是保持靠近洛杉磯市中心的法院、雙子塔懲教監獄、LAC + USC 醫療中心以及其他縣級和社區的配套服務。將綜合懲教所定位於遠離市中心的地方，可能會增加旅途時間，並延誤對患病囚犯的關鍵治療，因為市中心以外的一些醫院並沒有為擬議綜合懲教所中那些需要更多醫療的囚犯配備設備。靠近這些縣級配套服務將儘量減少移動患病囚犯，並鼓勵更好地治療協調，以提供最好的看護。專案場地為患病囚犯家屬和朋友提供了不同交通方式（地鐵、輕軌、捷運和美鐵）的便利通道，形成了配套網路。在目前不屬於縣級監獄場地的場地上設一個監獄，將造成不必要的土地利用衝突和額外的費用，可以透過尋求現有監獄場地來避免這一問題。因此，不接受此替代方案進行進一步評估。

1.4.2.2 社區懲教所（私人監獄）簽訂合約

私人監獄或以營利為目的的社區懲教所，是指個人在與政府機構簽訂合約的情況下，由第三方拘禁或監禁的地方。私人或/或公共監獄的公司通常會與那些承接服刑的政府簽訂合約，並為監獄裡的每一個囚犯支付每月的費用。根據此替代方案，男子中央監獄的部分或全部未來囚犯將被轉向於社區懲教所。

2011 年《公共安全調整條例》（第 109 條）授權各縣與公共社區懲教所簽訂合約，轉移輕度違規者；然而，縣級不允許與私營社區懲教所簽訂合約。加州有 16 個社區懲教所，有 100 多名囚犯的床位，其中只有 5 個為公立。這 5 個公立社區懲教所都設在城市裡，包括 Coalinga、Delano、Susanville、Shafter 和 Taft，床位數量從 410 張到 560 張不等。因此，如果沒有擴建或新建這些公立社區懲教所，則這些公立社區懲教所無法容納 3885 名患病囚犯。由於不允許該縣根據第 109 條與私人承包商簽訂合約，並且公共承包商沒有足夠的精神和醫療保健能力，因此拒絕進一步評估此替代方案。

1.4.2.3 現有設施現代化

此替代方案將透過內部和外部改進來改造現有的男子中央監獄設施，使設施符合 BSCC 標準和其他建築和公用設施服務標準。但是，2013 年監獄計畫報告與 2007 年 GKK 發表的研究表明，男子中央監獄設施陳舊且功能過時；因此，全面翻新男子中央監獄是不實際的。GKK 研究基於將現有設施現代化為監獄，不提供擬議治療和計畫空間。此外，現有的線性設計對於收押囚犯來說是不能接受的。

1. 執行摘要

此替代方案將限制監獄、心理健康和醫療計畫空間的協同定位。此替代方案不能透過建築設計來提供患病囚犯計畫、治療和管理的現場整合，從而為心理健康、醫療、物質使用和共存障礙需求的囚犯提供最佳的護理標準。因此，將會審議此替代方案，但在範圍界定過程中被駁回。

1.4.2.4 沒有專案/關閉男子中央監獄 / 轉移到其他縣設施

此無專案的替代方案涉及關閉男子中央監獄，並將所有囚犯轉移到現有的全縣保健所和治安部門監管系統內的其他現有縣級設施。目前開設的其他保健所和治安部門監管設施包括位於洛杉磯市中心的男子中央監獄附近的雙子塔懲教監獄，Lynwood 的世紀地區拘留所，Pitchess 拘留中心（東），Pitchess 拘留中心（北），Pitchess 拘留中心（南）以及 Castaic 的北縣懲教所（NCC F）。全縣保健所和治安部門監管系統目前提供 12953 張床位。

保健所和治安部門監管所運轉能力不足，多年來情況已惡化。只有 Pitchess 拘留中心（東）不擁擠，剩餘床位容量為 862 張（截至 2016 年）。如果關閉男子中央監獄，縣級系統的容量不足以容納男子中央監獄囚犯。此外，根據替代方案，監獄、心理和醫療計畫空間的共存機會將受到限制，而 Pitchess 拘留中心（東）無法為患病囚犯提供所需的設施。此替代方案已審議但最終被駁回。

1.5 要解決的問題

「加州環境品質法指導方針」第 15123 (b) (3) 節要求環境影響報告包含要解決的問題，包括替代方案之間的選擇以及是否或如何減輕重大影響。關於擬議專案，要解決的主要問題包括行業領先機構作出的以下決定：

1. 可以實施需要洛杉磯市（交通部）批准的 MM TRAN-6，以減少方案 2（Vignes 地段）場外停車場潛在的累積交通影響。
2. 選擇方案 1（Spring Street 停車場場地）或方案 2（Vignes 地段）作為首選場外停車場。
3. 如果選擇方案 2（Vignes 地段）且不能實施 MM TRAN-6，則擬議專案的好處是否超過了施加所有其他緩解措施後剩餘的潛在重大累積交通影響。
4. 是否應採用或修改確定的緩解措施。
5. 如果選擇方案 2（Vignes 地段）且不能實施 MM TRAN-6，專案是否有任何替代方案可以大大減少擬議專案的潛在重大影響並實現大部分基本專案目標。

1. 執行摘要

1.6 爭議領域

「加州環境品質法指導方針」第 15123 (b) (2) 節指出，環境影響報告總結應確定行業領先機構已知的爭議領域，包括其他機構和公眾提出的問題。

在環境影響報告的範圍界定過程中，該縣收到了環境影響報告發現的已確定環境問題的意見。本環境影響報告考慮到各機構收到了 2015 年 6 月 17 日至 2015 年 7 月 17 日發佈的「準備通知 (NOP)」的回應。範圍界定會議於 2015 年 6 月 30 日舉行。在準備通知期間或在範圍界定會議期間沒有收到公眾意見。透過其衛生服務，轉移和監獄規劃進程，該縣瞭解到一些公眾對該縣建立新的拘留所及對一般監禁和群居服務和轉移計畫表示擔憂，特別是處理心理健康問題和/或物質使用障礙問題。

1.7 環境影響概述、專案設計特點、法規要求、減緩措施和緩解後的重要性

表 1-1 總結了本環境影響報告中包含的環境分析結論以及確定的專案設計特點 (PDF)、法規要求 (RR) 和緩解措施 (MM)。專案設計特點是根據縣要求，納入擬議專案的具體設計要素或標準程序，以防止發生或降低潛在環境影響的重要性。法規要求是適用的本地、州或聯辦法規，將作為擬議專案的一部分實施。一旦實施了專案設計特點 (PDF) 和法規要求 (RR)，確定影響為潛在重要或者不太重要。針對所有潛在的重大影響，確定緩解措施。另外提出強加實施緩解措施後的重要性水準。為便於跟蹤，本表格顯示了專案設計特點 (PDF) 和法規要求 (RR)，並將納入專案合約文件和適用的所需緩解監測和報告計畫中。

1. 執行摘要

1. Executive Summary

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

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

1. Executive Summary

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

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

1. Executive Summary

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

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

1. Executive Summary

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

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

1. Executive Summary

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

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

1. Executive Summary

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

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

1. Executive Summary

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

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

1. Executive Summary

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

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

1. Executive Summary

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

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

5.5 GEOLOGY AND SOILS

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

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

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

1. Executive Summary

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

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

1. Executive Summary

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

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

1. Executive Summary

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

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

1. Executive Summary

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

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

1. Executive Summary

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

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

1. Executive Summary

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

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

1. Executive Summary

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

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

5.9 HYDROLOGY AND WATER QUALITY

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

1. Executive Summary

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

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

1. Executive Summary

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

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

1. Executive Summary

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

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

1. Executive Summary

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

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

1. Executive Summary

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

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

1. Executive Summary

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

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

1. Executive Summary

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

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

1. Executive Summary

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

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

1. Executive Summary

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

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