

## Appendix B. Technical Memorandum Relating to Potential Cost Saving Measures

## Appendices

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## TECHNICAL MEMORANDUM

DATE May 9, 2018

TO County of Los Angeles

CONTACT Matthew Diaz, Chief Executive Office

FROM William Halligan, Esq.

SUBJECT CCTF Potential Cost Saving Measures

PROJECT NUMBER COLA-14

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Per your request, we have reviewed the list of potential cost saving measures identified by the County Department of Public Works for the proposed Consolidated Correctional Treatment Facility (CCTF) project to determine if any of them could result in potentially new significant impacts that were not previously identified in the Draft EIR. The potential cost measures are listed below:

1. Repurposing the to-be-vacated Twin Towers Correctional Facility (TTCF) Inmate Reception Center (IRC) to house the Central Arraignment Court and other administrative functions.
2. Selection of the Vignes Lot (Option 2) for parking and other non-custodial uses.
3. Conducting some program activities within the dayrooms.

Of the cost saving measures reviewed, the only measure that could potentially affect the Draft EIR analysis relates to the potential relocation of the Central Arraignment Court and associated facilities (collectively, CAC) to the TTCF. Selection of the Vignest Lot (Option 2) for parking and other non-custodial uses was addressed in the Draft EIR and no new potentially significant impact would occur. Conducting some program activities within the dayrooms is consistent with functions of the dayrooms, and would not result in previously unidentified significant impacts.

As described in section 3.4.1.2 of the Draft EIR, it was assumed that the CAC would be located on the CCTF site following construction. As a cost saving measure, upon completion of CCTF, the CAC could potentially be relocated back into a renovation of the vacated existing IRC space at TTCF.

We have reviewed this potential change, and have concluded that it would not affect the analysis in the Draft EIR for the following reasons:

1. Whether the CAC is located at the new CCTF or renovated space at the existing TTCF, located across Bauchet Street from the CCTF Project Site, the number of staff traveling to the Project Area would be the same.
2. The staff associated with the CAC would park at the same parking structure, either on-site at the CCTF or off-site at the Vignes Lot, whether the CAC is located at CCTF or TTCF. As a result, the traffic

patterns for vehicles associated with the Proposed Project would remain unchanged. Therefore, the results and conclusions of the traffic study would not change if the CAC is moved to TTCF.

3. As the traffic patterns would remain unchanged, no additional air quality, greenhouse gas emissions, or noise impacts would occur.
4. Construction impacts related to air quality, greenhouse gas emissions and noise would actually be reduced because the CAC would only involve tenant improvements in an existing building rather than construction of a new facility.
5. No other potential environmental impacts were identified associated with the relocation of the CAC to the vacated existing IRC space at TTCF.

Based on these reasons, no changes to the analysis in the Draft EIR are necessary if the CAC were moved to the existing TTCF.