1 EXECUTIVE SUMMARY

1.1 SUMMARY DESCRIPTION OF THE PROPOSED PROJECT

In 2005 the U.S. District Court for the Northern District of California placed California's prison health care system in receivership in response to the April 2001 lawsuit in the case of *Plata v. Schwarzenegger*, which alleged inadequate medical care for prison inmates, as well as subsequent cases (the *Coleman v. Schwarzenegger* case regarding mental health care, the *Perez v. Tilton* case regarding dental care, and the *Armstrong v. Schwarzenegger* case regarding disabled inmates). In justifying this decision, U.S. District Court Judge Thelton Henderson pointed to the uncontested fact that, on average, one California inmate dies every 6–7 days because of constitutional deficiencies in the state prison health care system. The District Court removed CDCR from control of the medical system and imposed a Receiver to "radically transform" the prison medical system. In addition to being tasked to address substandard healthcare within the correctional system, a number of court orders have been issued to bring under the umbrella of the Receivership portions of the *Coleman*, *Perez* and *Armstrong* cases. This creates vast efficiencies within a large, complex effort.

Several joint orders in *Coleman v. Schwarzenegger* (mental health care), *Perez v. Tilton* (dental care) and in *Plata v. Schwarzenegger* (medical care) approved various coordination agreements made between the representatives of the three health care class actions. These agreements create a number of efficiencies and allow the *Plata* Receiver to assume responsibility for direct oversight of various shared functions of the medical, dental, and mental health care programs. Among other areas of coordination, the Receiver is tasked with assuming the lead role in the implementation of the contracting, information technology and pharmacy operations serving the medical, dental, and mental health programs. The Receiver is also tasked with coordinating construction efforts. It is expected that other orders will be issued in the future to ensure further coordination and effective implementation of the courts' remedial efforts.

The California Prison Health Care Receivership Corporation (CPR) is the non-profit organization created to house the activities of the federal Receiver. CPR is charged with creating a system in which prison custody and health care staff together can guarantee that inmates' access to health care and services in California prisons meets constitutional standards. Once the prison health care system is stabilized and a constitutionally adequate medical system is established, the federal court will remove the Receiver and return control to the State.

CPR has identified the need to construct new health care facilities statewide with a total of approximately 5,000 beds for medical patients and 5,000 beds for mental health patients to fulfill the court's mandate. The optimum size of each new health care facility is between 1,300 and 1,800 beds. Thus, CPR plans to build up to seven health care facilities in locations near larger urban areas with qualified pools of skilled professionals. In the Stockton area, a portion of the existing Northern California Youth Correctional Center (NCYCC) has been identified as a potential location for a 1,734-bed health care facility.

CPR proposes to construct a subacute medical care facility on the project site with up to 1,734 beds. The facility would employ between 2,400 and 3,000 people working various shifts around the clock. The facility would consist of one- to three-story structures, totaling approximately 1.2 million square feet, which include: housing clusters, diagnostic and treatment centers, an armory, warehousing and support facilities, a central plant, outdoor recreation fields, a gatehouse, a regional food service facility, staff training facilities, and parking areas. A 12-foot-tall lethal electrified fence would surround the secured area, a vehicle sally port would be incorporated into the fencing, and a 54-foot-tall guard tower would be located at the vehicle sally port. The project also includes exterior lighting. Parking would be provided for staff members, as well as the 75–100 daily visitors anticipated. Approximately 10 inmates are anticipated to be checked into and out of the facility each day. CPR intends that all facilities achieve Leadership in Energy and Environmental Design (LEED) certification with a minimum Silver rating.

Project construction is anticipated to start in March 2009 and be completed in March 2011 (24 months). During the 7-month peak construction period, construction activities would require up to 1,700 construction workers per day.

1.2 ENVIRONMENTAL IMPACTS AND RECOMMENDED MITIGATION MEASURES

Table 1-1, located at the end of this chapter, summarizes the environmental impacts of the project, levels of significance before mitigation, recommended mitigation measures, and levels of significance after the application of mitigation measures. Table 1-1, located at the end of this section, shows specific project impacts along with mitigation measures and the corresponding levels of significance. As indicated in Table 1-1, the project would result in less-than-significant individual (as opposed to cumulative) impacts, both with and without implementation of mitigation measures, with respect to the following issue areas: land use, hydrology and water quality, cultural resources, geology and paleontology, hazards and hazardous materials, public services, water supply, and public utilities. The proposed project would result in significant and unavoidable individual impacts in the following issue areas: agricultural resources, traffic and circulation, air quality, noise, and visual resources. The project's contributions to cumulative impacts are discussed below.

1.3 SUMMARY OF CUMULATIVE IMPACTS

The extent of the geographic area that may be affected by implementation of the project varies depending on the resource under consideration. As discussed in Chapter 5, "Cumulative Impacts," of this draft environmental impact report (DEIR), 38 projects in addition to the proposed project are completed, under construction, approved, or are proposed in the project region, representing nearly 28,000 new dwelling units and more than 1.8 million square feet of nonresidential development. Of the projects listed, four projects are located in the immediate vicinity of the project site: Opus Logistics Center (under construction), the proposed Mariposa Lakes Specific Plan (City of Stockton), the approved California Conservation Corps (CCC) Delta Service District Center project (State of California—CCC), and the approved Northern California Re-Entry Facility (NCRF) project (State of California—CDCR).

A discussion of impacts associated with cumulative development is provided in Chapter 5. For most impacts, the project's contribution to cumulative impacts would not be considerable. Exceptions are described below.

CONVERSION OF FARMLAND

The 144.2-acre project site includes a total of approximately 70 acres of Important Farmland as indicated by the results of the Land Evaluation and Site Assessment modeling. According to the City of Stockton 2035 General Plan EIR (page 13-32), buildout of the *City of Stockton 2035 General Plan* (2035 City General Plan) would result in the conversion of up to 32,520 acres of Important Farmland. The EIR concludes that conversion of this farmland would be considered a significant and unavoidable impact. The proposed project would contribute to this conversion of farmland. The preservation in perpetuity of agricultural lands through the *San Joaquin County Multi-Species Habitat Conservation and Open Space Plan* or purchase of a conservation easement, a portion of which consists of Important Farmland, would ensure the continued protection of farmland in the project vicinity, partially offsetting project impacts. However, this measure cannot fully and feasibly mitigate the proposed project's cumulatively considerable contribution to the loss of agricultural land in San Joaquin County to below a level that is not considerable. Therefore, the proposed project would contribute to an existing cumulatively considerable impact, and the project would result in a significant cumulative impact**.**

TRAFFIC AND CIRCULATION

The proposed project's effects on the levels of service were evaluated considering the maximum number of anticipated employees combined with near term and long-term cumulative development. The long-term analysis was based on buildout of the City of Stockton General Plan (2035). The project would contribute considerable traffic to the following intersections, which will be significantly affected by cumulative traffic:

- State Route 99 and Arch Road
- Austin Road and Arch Road

The project could contribute considerable traffic to the following roadway segments, which will be significantly affected by cumulative traffic:

- Arch Road from Newcastle Road to the Richard A. McGee Correctional Training Center Annex (CTCA) west driveway

- Austin Road from Arch Road to the proposed project-site driveway

The project would also contribute to cumulative impacts on mainline SR 99.

No additional mitigation (beyond planned roadway improvements, to which the project would contribute proportionate funding) is feasible to reduce impacts and the impacts would be significant and unavoidable. Please refer to Section 4.3, "Traffic and Circulation" for the mitigation measures for impacts to these intersections.

AIR QUALITY AND CLIMATE

SHORT-TERM CONSTRUCTION-RELATED IMPACTS

Fugitive dust emissions during project construction could contribute substantially to an existing or projected air quality violation, and/or expose sensitive receptors to substantial pollutant concentrations. In addition, because San Joaquin County is currently designated as a nonattainment area for ozone and respirable and fine particulate matter with aerodynamic diameters of 10 and 2.5 micrometers or less, respectively (PM_{10} and $PM_{2.5}$), construction-generated emissions could contribute cumulatively to pollutant concentrations that exceed California ambient air quality standards. Implementation of mitigation would reduce construction-related impacts from emissions of PM_{10} to a less-than-significant level. Assuming that all related projects also implement all feasible construction emission control measures consistent with San Joaquin Valley Air Pollution Control District (SJVAPCD) guidelines and regulations, construction emissions from related projects may be less than significant, although it is likely that larger projects would result in significant and unavoidable air quality impacts on their own. However, given the scale of development that would occur with the related projects combined with the nonattainment status of the San Joaquin Valley Air Basin for ozone, PM_{10} and $PM_{2.5}$, the project would likely result in a cumulatively considerable construction-related air quality impact. The EIR includes all available feasible mitigation to reduce the project's contribution to cumulative air quality impacts, and these measures would substantially reduce air emissions from the project; however, these measures are not sufficient to reduce the project's cumulative contribution to below a level that is considerable.

The San Joaquin Valley Air Basin is in nonattainment status for ozone, PM_{10}, and $PM_{2.5}$. This is a result of past cumulative development in the basin, as well as transport of pollutants from other basins. New development, including the proposed project, must comply with SJVAPCD measures that would reduce potential new construction emissions of these pollutants. However, adding construction of related projects to a cumulatively adverse condition would exacerbate air quality impacts. The project's contribution to this impact, while mitigated to the extent feasible (see Section 4.4), would be considerable. Therefore, this impact is significant.

Climate Change

The project would generate 23,070 tons of carbon dioxide equivalent (CO_2e) emissions per year from operations-related energy consumption, and 30,281 total metric tons per year from all sources, which is more than twice as much as "business as usual" (i.e., emissions at today's rates). Compliance with SJVAPCD Rule 9510 (which acts to reduce ozone precursors by 33%) would somewhat reduce the CO_2e emissions; however, because a large portion of the project's emissions would result from energy consumption (as opposed to trip generation), this rule is only marginally effective. To meet the target set in Assembly Bill (AB) 32, the California Global Warming Solutions Act of 2006 (Health and Safety Code, Sections 38500–38599), the proposed project would need to reduce CO_2e emissions to be approximately 30% of the business-as-usual total. Although mitigation measures are required in Chapter 5, "Cumulative Impacts," to reduce the project's CO_2e emissions, the project would not meet the reduction targets necessary to attain consistency with goals established by AB 32. As a result, the project would contribute to a cumulatively considerable impact related to climate change, and the project impact is significant.

NOISE

Short-Term Construction-Related Impacts

Construction work would result in site-specific noise impacts. However, construction activities associated with CCC and Northern California Re-Entry Facility (NCRF) projects, which could overlap with construction of the proposed project, are close enough (i.e., 1,000 feet) to the proposed project that construction activities for these projects could cumulatively combine with noise from the proposed project. The proposed project would result in significant construction-related noise impacts. These impacts could be exacerbated by overlapping construction activities by the CCC and NCRF projects. Therefore, the proposed project would contribute to a cumulatively considerable impact (although short-term), and the impact would be significant.

Long-Term Operational Impacts

Section 4.5, "Noise," includes an analysis of operational impacts, including increased roadway noise under cumulative 2035 conditions, which includes anticipated roadway volumes at buildout of the 2035 City General Plan, as well as traffic generated from related projects. Although the proposed project by itself would not result in a significant increase in roadway noise levels under 2035 conditions, project-related traffic would contribute to an existing cumulatively considerable noise impact along Arch Road and Austin Road. This impact is considered significant.

1.4 AREAS OF CONTROVERSY

Section 15123 of the California Environmental Quality Act Guidelines (State CEQA Guidelines) requires the summary section of an EIR to include "areas of controversy known to the lead agency." The following issues, in no order of importance, are the controversial issues known to CPR:

- Inadequate prison medical care statewide
- Contribution to the deterioration of intersection, roadway, and freeway mainline levels of service, and impacts associated with queuing
- Potential skyglow and light impacts for residents to the east because of the emphasis on safety and security
- Generation of greenhouse gases, which could contribute to climate change
- Increase in demand for local hospital services resulting in decreased service and increased wait time

- Socio-economic impacts, including adverse effects on local businesses, adverse effects on property values, and impacts associated with urban decay, and impacts associated with potential shortages in qualified employees to work at both the project and at existing county facilities

To the extent that the above issues are considered to be "environmental impacts" under CEQA, these issues are addressed in the DEIR.

1.5 SUMMARY OF ALTERNATIVES

1.5.1 NO PROJECT (NO DEVELOPMENT) ALTERNATIVE

Under this alternative no actions would be taken at the project site. No development of the project site, including construction of medical or mental health facilities or associated structures or facilities, would occur. Although it is possible that an alternative correctional use would occur in the future given the high demand for correctional facilities throughout California, there are no proposals for doing so at the site, and it would be speculative to assume such an alternative.

Under this alternative, the mandate of the U.S. District Court to improve health care in the state prison system to meet Constitutional standards would not be met at the project site. CPR would be required to meet the need for the beds it would have provided at the NCYCC at another prison site or other state-owned site. Therefore, although this alternative may result in less environmental impact than the proposed project or other alternatives, because CPR has determined that developing correctional medical facilities is necessary to comply with the federal court mandate, this alternative would relocate the proposed beds and staff members to a different location, which would likely result in other unknown environmental impacts. Further, alternative sites that attain most of the project objectives are limited throughout the state.

Consistent with CEQA requirements, this No Project (No Development) Alternative is evaluated in this DEIR. The No Project (No Development) Alternative would not meet the project's basic objective to comply with U.S. District Court orders to provide constitutionally adequate medical and mental health care facilities for inmates in California's prison system.

1.5.2 REDUCED FOOTPRINT ALTERNATIVE

The Reduced Footprint Alternative is intended to reduce certain significant and significant and unavoidable impacts of the proposed project. Significant project impacts would generally be visual impacts; construction-related traffic, air quality, and noise impacts; and operational traffic, air quality, and noise impacts. The Reduced Footprint Alternative would make the project more compact but would not change its capacity; the number of beds and staff members and the floor area would be the same as under the proposed project (a Reduced Intensity Alternative that includes fewer beds and staff members is analyzed below). Under this alternative, the project footprint would be reduced by increasing building heights and the number of floors to accommodate the floor area requirements.

Under the Reduced Footprint Alternative, the entire health care facility would be located within the boundaries of the former Karl Holton Youth Correctional Facility. The vacant property east of the former youth facility, which comprises nearly half the site under the proposed project, would remain undeveloped. CPR would likely reduce the number of separate structures indicated on the proposed site plan by combining various programs and facilities, and building heights would increase from one- to three-story structures to as tall as eight stories (considering space needed to provide parking and recreation). Under the Reduced Footprint Alternative, access would likely be shared with the NCYCC facility (from Newcastle Road), as currently provided to the former Karl Holton Youth Correctional Facility.

This alternative would attain some of the project objectives; however exceeding three stories is considered infeasible for a variety of reasons, including the following:

- One of the project objectives is to design facilities to optimize access to outdoor areas. This alternative would place the large majority of patients above the ground floor level and would therefore substantially limit easy access to outdoor areas.

- Vertical construction is considered less efficient from a programmatic perspective. For example, the diagnostic and treatment center and admissions and discharge area have certain design requirements related to program, security, and transportation needs. These might not be realized if the facilities are stacked higher than 3 stories.

- Structures exceeding three stories would have limited space on lower levels, which would greatly increase difficulty to house, treat, and transport patients of certain acuity levels.

- Constructions costs grow exponentially as building height increases, due to changes in foundation design, seismic requirements, steel costs, and increased security measures.

1.5.3 REDUCED INTENSITY ALTERNATIVE

The Reduced Intensity Alternative is proposed to eliminate those significant and unavoidable impacts that would be a direct result of the size of the proposed facilities, the number of patients it would serve, and the number of people who would be employed at the project site. This alternative would provide roughly 25% fewer beds at the site than the proposed project, or 1,300 beds. All support structures and facilities would also be reduced because fewer services would be required to serve the reduced patient population. For purposes of this analysis, staffing levels are estimated to be reduced by 25%, resulting in the employment of between 1,800 and 2,250 new personnel.

For CPR to provide sufficient beds to meet the objectives of the project, this alternative would likely require CPR to enlarge other facilities. Specific impacts associated with such an expansion are not speculated in this discussion, because environmental analyses for the other sites are still in progress; however, these unknown impacts are generally acknowledged in the consideration of the environmentally superior alternative below.

This alternative assumes a construction footprint similar to that of the proposed project. However, if fewer beds were needed, it is also possible that the footprint could be commensurately reduced. If that were the case, in addition to the reduction in impacts described below, impacts would be reduced as described in the Reduced Footprint Alternative (less impacts on agricultural resources, air quality, noise, and biological resources).

1.5.4 CONSIDERATION OF THE ENVIRONMENTALLY SUPERIOR ALTERNATIVE

Out of all alternatives evaluated the No Project (No Development) Alternative would be the environmentally superior alternative, and the Reduced Footprint Alternative would be the environmentally superior development alternative. CEQA (CCR §15126.6(e)(2)) requires that if the environmentally superior alternative is the No Project alternative, another environmentally superior alternative shall be identified among the other alternatives. Although both the Reduced Footprint Alternative and the Reduced Intensity Alternative are environmentally superior to the proposed project, the Reduced Footprint Alternative is environmentally superior among the alternatives (aside from No Project) because, unlike the Reduced Intensity Alternative, it would avoid at least one significant and unavoidable impact associated with the proposed project.

1.6 SIGNIFICANT IRREVERSIBLE ENVIRONMENTAL CHANGES

The State *CEQA Guidelines* require a discussion of the significant irreversible environmental changes that would be involved in the project should it be implemented. The proposed project would result in the irreversible and irretrievable commitment of energy and material resources during project construction, operation, and maintenance. However, the use of these nonrenewable resources is expected to account for a minimal portion of the region's resources and would not affect the availability of these resources for other needs within the region. Long-term consumption of energy and natural resource during project operation is expected to be substantial, although it would not exceed the capacity of energy suppliers to meet local demand once the new infrastructure is in place. Construction activities would not result in inefficient use of energy or natural resources. Construction contractors selected would use best available engineering techniques, construction and design practices, and equipment operating procedures. Because implementation of the proposed project would result in substantial long-term consumption of energy and natural resources, these potential irreversible changes would be significant.

1.7 GROWTH INDUCEMENT

Project construction would foster substantial short-term and long-economic growth associated with construction and operation employment opportunities. Up to 1,700 people per day would be employed during the 7-month peak construction period. The proposed facility would employ between 2,400 and 3,000 people, including correctional officers, physicians, nurses, therapists, and support staff members and would also generate secondary employment. However, based on the wide geographic distribution of residences of existing employees of the NCYCC, and given that most induced jobs would require skill levels that could be provided by existing residents of the region (i.e., Stockton and nearby cities), induced employment is not anticipated to have a substantial effect on population growth. The proposed project itself would not substantially increase population growth in the surrounding region because it would not construct new housing. The proposed project would not remove barriers to population growth because no new public infrastructure facilities would be installed. The project is unlikely to tax existing local or regional community service facilities based on the wide geographic distribution of residences of the existing employees at the NCYCC.

Table 1-1
Summary of Impacts and Mitigation Measures

Impacts	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
4.1 Land Use and Planning (LAND)			
LAND-1: Physical Division of an Established Community. The proposed project would be located entirely on state-owned property among existing operational correctional facilities and agricultural property and would not physically divide an established community.	LTS	No significant impacts would occur, so no mitigation measures are required.	LTS
LAND-2: Conflict with an Applicable Land Use Plan, Policy, or Regulation of an Agency with Jurisdiction over the Project. The proposed project is not subject to local plans, policies, or goals; nonetheless, it is consistent with the planned land uses and zoning for the site.	LTS	No significant impacts would occur, so no mitigation measures are required.	LTS
LAND-3: Conflict with an Applicable Habitat Conservation Plan or Natural Community Conservation Plan. The proposed project does not conflict with the San Joaquin County Multi-Species Habitat Conservation and Open Space Plan.	LTS	No significant impacts would occur, so no mitigation measures are required.	LTS
4.2 Agricultural Resources (AG)			
AG-1: Conversion of Significant Farmland to a Nonagricultural Use. The proposed project would convert approximately 70 acres of actively cultivated land considered significant farmland that has also been designated Farmland Local Importance to a nonagricultural, institutional land use, the loss of which cannot be replaced.	S	CPR will implement Mitigation Measure for Impact BIO-1 (See Section 4.7 of the Draft EIR "Biological Resources"), which, in part, requires third-party participation in the SJMSCP and payment of the Natural Lands and Agricultural Habitat Lands Fee as defined in SJMSCP Section 7.4.1.2, "Agricultural Habitat Lands, Non-Vernal Pool Natural Lands, and Multipurpose Open Space Lands." The SJMSCP Joint Powers Authority will determine the fee amount to be paid based on the acreage of disturbance. The total amount could be up to 153.2 acres.	SU
AG-2: Conflict with Existing Agricultural Zoning. The proposed project would locate a medical and mental health care facility near existing agricultural uses to the east of the project site. San Joaquin County's Right-to-Farm Ordinance provides a mechanism to protect the ongoing agricultural practices of the adjacent properties. Although the state is not subject to local ordinances, the setbacks	LTS	No significant impacts would occur, so no mitigation measures are required.	LTS

LTS = Less Than Significant *S = Significant* *SU = Significant and Unavoidable*

Table 1-1
Summary of Impacts and Mitigation Measures

Impacts	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
between project facilities and adjacent agriculture are sufficient to avoid substantial conflicts with agricultural uses.			
AG-3: Conversion of Off-site Farmland. Lands surrounding the site are located in the City of Stockton's urban services boundary and are designated for industrial land use in the land use diagram of the City of Stockton General Plan 2035. The conversion of farmland has been planned for and evaluated, and the project is not expected to result in unanticipated farmland conversion.	LTS	No significant impacts would occur, so no mitigation measures are required.	LTS
4.3 Traffic and Circulation (TRAF)			
TRAF-1: Short-Term Traffic Impacts during Project Construction. The project would generate substantial numbers of vehicle trips associated with commuting construction workers, as well as heavy construction vehicle traffic. Although this condition would be temporary, the construction-related traffic would cause LOS at local intersections, roadways, and the freeway mainline to deteriorate to unacceptable levels.	S	**Mitigation Measure(s) for Impact TRAF-1** CPR will hire a qualified traffic consultant to prepare a Construction Traffic Mitigation Plan (CTMP) for the proposed project. The CTMP will establish a target of reducing construction traffic by 40% in each peak traffic hour during which construction would occur, based on the total number of trips calculated to occur during the peak construction period. As shown in Table 4.3-7, peak traffic is 933 vehicles, so the maximum peak hour target number of vehicles that could enter or exit the site during any single peak hour would be 570. This will be accomplished by one or a combination of the following measures: ▸ Encourage construction workers to carpool with a goal of 1.75 average vehicle occupancy at all times during the construction period. ▸ Stage construction hours to offset traffic during peak traffic hours. ▸ Instruct construction employees to (equally) utilize three separate east-west routes to the project site: 1) Mariposa Road; 2) Arch Road; and 3) French Camp Road. This would disperse construction trips from Arch Road and SR 99 north and south of Arch Road.	LTS

LTS = Less Than Significant *S = Significant* *SU = Significant and Unavoidable*

Table 1-1
Summary of Impacts and Mitigation Measures

Impacts	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
		► Provide shuttle buses (seating capacity = 40) to pick up construction workers from four remote locations. These four pick up locations would ideally be located in north Stockton, two in central Stockton and one in the south towards the City of Modesto. In addition to these measures, the CPR will include the following to improve operations near the site: ► A flagman or other traffic control will be placed at the intersection of Arch Road/Austin Road and the project access driveway during peak arrival/departure whenever there is significant congestion at this intersection.	
TRAF-2: Potential for Substantial Degradation of LOS at Local Intersections under Existing Conditions. The proposed project would not, under existing conditions, degrade LOS at any of the study intersections below LOS D, which is the City of Stockton's LOS standard for intersections.	LTS	No significant impacts would occur, so no mitigation measures are required.	LTS
TRAF-3: Potential for Substantial Degradation of LOS of Local Roadway Segments under Existing Conditions. The project would not, under existing conditions, degrade LOS at local roadway segments below LOS D, which is the City of Stockton's LOS standard for roadway segments.	LTS	No significant impacts would occur, so no mitigation measures are required.	LTS
TRAF-4: Potential for Addition of Project Traffic to Result in Substantial Degradation of LOS at Local Intersections under Existing Conditions plus Approved Projects in the Area (EPAP). In combination with traffic generated from approved projects within the vicinity of the project site, the project would contribute to deterioration of LOS at the intersection of Kingsley Road (Frontage Road) and Arch Road and at the intersection of Newcastle Road and Arch Road, exceeding the City of Stockton's LOS standard for intersections.	S	**Mitigation Measure(s) for Impact TRAF-4:** ► **Intersection of Kingsley Road (Frontage Road) and Arch Road:** The addition of project-related trips would result in the degradation in LOS from LOS D to LOS E in the a.m. peak hour and LOS E to LOS F in the p.m. peak hour, which would be a significant impact. The project's contribution would be cumulative, in combination with EPAP projects. The project would contribute (20.6%) of the traffic to this intersection. CPR will pay the City of Stockton traffic fee to help fund a fair share of this improvement: • change the north-south signal phasing of the intersection from	LTS / SU

LTS = Less Than Significant *S = Significant* *SU = Significant and Unavoidable*

Table 1-1
Summary of Impacts and Mitigation Measures

Impacts	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
		protected left-turn phasing to permissive phasing, convert the southbound left-turn lane to a shared left-through lane; • convert the southbound shared through-right-turn lane to a dedicated right-turn lane. ▸ **Intersection of Newcastle Road and Arch Road:** The addition of project-related trips would result in the degradation in LOS from LOS C to LOS E in the p.m. peak hour, which would be a significant impact. To offset this impact, CPR will add a westbound through-lane to the approach and return of the intersection. Because the intersection would operate at an acceptable LOS without the proposed project and the project constitutes the major reason why the intersection would deteriorate, CPR will fund this improvement entirely.	
TRAF-5: Potential for Addition of Project Traffic to Result in Substantial Degradation of LOS of Local Roadway Segments under EPAP Conditions. The project would not, under EPAP conditions, degrade LOS at any local roadway segments below LOS D, which is the City of Stockton's LOS standard for roadway segments.	LTS	No significant impacts would occur, so no mitigation measures are required.	LTS
TRAF-6: Substantial Degradation of LOS at Local Intersections under Cumulative Conditions. In combination with traffic generated from buildout under the City of Stockton General Plan 2035, the project would contribute to deterioration of LOS at three of eight study intersections. (Significant and unavoidable)	SU	**Mitigation Measure(s) for Impact TRAF-6:** The fees to be paid by the CPR into the City of Stockton fee program would be intended to cover the fair share of improvements associated with the project's contribution to cumulative impacts. However, no feasible improvements are available for the following intersections, since they are assumed to be constructed to their ultimate widths and fully improved in 2035: ▸ **Intersection of Arch Road and SR 99 Northbound/Southbound Access:** Improvements that would reduce the impact to a less-than-significant impact are not feasible, due to right-of-way constraints, infrastructure, and utilities. The project would contribute 5.6% of the new (cumulative) traffic that affects this intersection.	SU

LTS = Less Than Significant *S = Significant* *SU = Significant and Unavoidable*

Table 1-1
Summary of Impacts and Mitigation Measures

Impacts	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
		▸ **Intersection of Arch Road and Austin Road:** The addition of an additional eastbound left-turn lane (to create triple eastbound left-turn lanes) and an additional southbound right-turn lane (triple southbound right-turn lanes) would offset the project's impact in the year 2035. Because of right-of-way constraints and the City's design standards, these improvements would not be feasible. The project would contribute 11.7% of the new (cumulative) traffic that affects this intersection. CPR will improve the following intersection as described below. ▸ **Intersection of the Proposed Project Driveway and Austin Road**: CPR will install a traffic signal on Austin Road at the proposed project driveway to offset the project's impact. The project results in this impact and is fully responsible for mitigation.	
TRAF-7: Potential for Substantial Degradation of LOS of Local Roadway Segments under Cumulative Conditions. Under cumulative 2035 conditions, the project would degrade LOS at the roadway segment of Austin Road below LOS D, and would contribute to the unacceptable LOS on the roadway segment of Arch Road.	SU	**Mitigation Measure(s) for Impact TRAF-7:** Roadway widening of both Arch Road and Austin Road would be the only mitigation option that would improve LOS and thereby reduce impacts on roadway segments. Because both roadways would be constructed to their ultimate planned widths (four lanes) under 2035 conditions, widening is not feasible without creating potential conflicts with other land uses, such as removal of buildings, etc. Therefore, no feasible mitigation measures are available to reduce the project's contribution to the significant cumulative impact to a less-than-significant level, and the impact remains significant and unavoidable.	SU
TRAF-8: Substantial Degradation of Mainline Freeway Levels of Service. The project would add sufficient traffic to contribute to degradation of SR 99 mainline below LOS D under existing and cumulative conditions, which is the Caltrans LOS standard for freeways.	SU	**Mitigation Measure(s) for Impact TRAF-8:** Under the cumulative 2035 conditions with no project scenario, the northbound direction of the segment of SR 99, north of Arch Road was forecast to operate at LOS E (0.90 V/C) in the p.m. peak hour with the 2035 City General Plan buildout of mainline freeway lanes (i.e., 10-lane freeway, or five lanes in each direction—one HOV plus four mixed-flow lanes). With addition of traffic from the proposed project, this mainline segment was forecast to	SU

LTS = Less Than Significant *S = Significant* *SU = Significant and Unavoidable*

Table 1-1
Summary of Impacts and Mitigation Measures

Impacts	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
		continue to operate with unsatisfactory LOS at LOS E (0.92 V/C). Because this mainline segment would be constructed to its ultimate width of 10 lanes, additional mitigation is not available to reduce this impact. The impact would be significant and unavoidable. However, traffic fees paid by the project would assist in improving the freeway to its ultimate right of way.	
TRAF-9: Potential for Inadequate Parking. The proposed parking supply (1,913 parking spaces) is anticipated to meet project demand for parking.	LTS	No significant impacts would occur, so no mitigation measures are required.	LTS
4.4 Air Quality (AIR)			
AIR-1: Short-Term Emissions of ROG, NOX, and PM10 during Construction that Violate Air Quality Standards or Contribute Substantially to Air Quality Violations. Project construction would generate emissions of ROG and NOX that would exceed SJVAPCD's significance thresholds of 10 TPY. Construction-related emissions of PM10 would not exceed SJVAPCD's significance thresholds of 15 TPY, and the proposed project would be required to comply with Regulation VIII, "Fugitive Dust PM10 Prohibitions"; however, additional SJVAPCD-recommended control measures, though applicable to and feasible for the proposed project, are not currently part of the project description.	S	**Mitigation Measure(s) for Impact AIR-1:** Reduction of Emissions of Ozone Precursors during Construction. CPR will comply with SJVAPCD's Rule 9510, "Indirect Source Review," as required by SJVAPCD based on the project's specifications. Rule 9510 applies to any applicant that seeks to gain a final discretionary approval for a development project, or any portion thereof, that upon full buildout would include 50 residential units, 2,000 square feet of commercial space, 25,000 square feet of light-industrial space, or 9,000 square feet of any space, as well as similar minima for other land use types. CPR will submit an air impact assessment (AIA) application to SJVAPCD no later than the date on which CPR receives final discretionary approvals for the project. Nothing in Rule 9510 precludes CPR from submitting an AIA application before final discretionary approval of the project. CPR will submit the AIA application as early as possible in the process. The AIA application will be submitted on a form provided by SJVAPCD and will contain, at a minimum, the contact name and address for CPR, a detailed project description, an on-site emission reduction checklist, a monitoring and reporting schedule, and an AIA. The AIA will quantify NOX and PM10 emissions associated with project construction. This assessment will include the estimated construction baseline emissions, and the mitigated emissions for	ROG and NOX: SU PM10: LTS

LTS = Less Than Significant *S = Significant* *SU = Significant and Unavoidable*

Table 1-1
Summary of Impacts and Mitigation Measures

Impacts	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
		each applicable pollutant for project construction, or each phase thereof, and will quantify the off-site fee, if applicable. CPR will comply with the following general mitigation requirements for construction emissions, as contained in the ISR rule: ► Exhaust emissions for construction equipment greater than 50 horsepower used or associated with the development project shall be reduced by 20% of the total NOX and by 45% of the total PM10 exhaust emissions from the statewide average as estimated by ARB. ► An applicant may reduce construction emissions on-site by using less polluting construction equipment, which can be achieved by utilizing add-on controls, cleaner fuels, or newer lower emitting equipment. ► Additional strategies for reducing construction emissions may include, but are not limited to: • providing commercial electric power to the project site in adequate capacity to avoid or minimize the use of portable electric generators and the equipment; • substitution of electric-powered equipment for diesel engine–driven equipment; and • limiting the hours of operation of heavy duty equipment and/or the amount of equipment in use at any one time. ► The requirements listed above can be met through any combination of on-site emission reduction measures or off-site fees. The ISR rule provides a method of calculating fees to be paid to offset any NOX and PM10 emission reductions that would not be achieved by selection of construction equipment and fuels. CPR will implement the following SJVAPCD-recommended additional control measures to further reduce exhaust emissions: ► Minimize idling time (e.g., 10-minute maximum). ► Replace fossil-fueled equipment with electrically driven equivalents (provided they are not run via a portable generator set).	

LTS = Less Than Significant *S = Significant* *SU = Significant and Unavoidable*

Table 1-1
Summary of Impacts and Mitigation Measures

Impacts	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
		Reduction of Particulate Emissions during Construction. CPR will comply with SJVAPCD's Regulation VIII, "Fugitive Dust PM10 Prohibitions," and will implement all applicable control measures. Regulation VIII contains the following required control measures, among others: ► Pre-water site sufficient to limit visible dust emissions (VDE) to 20% opacity. ► Phase work to reduce the amount of disturbed surface area at any one time. ► During active operations, apply water or chemical/organic stabilizers/suppressants sufficient to limit VDE to 20% opacity. ► During active operations, construct and maintain wind barriers sufficient to limit VDE to 20% opacity. ► During active operations, apply water or chemical/organic stabilizers/suppressants to unpaved haul/access roads and unpaved vehicle/equipment traffic areas sufficient to limit VDE to 20% opacity and meet the conditions of a stabilized unpaved road surface. ► Limit the speed of vehicles traveling on uncontrolled unpaved access/haul roads within construction sites to a maximum of 15 miles per hour. ► Post speed limit signs that meet state and federal Department of Transportation standards at each construction site's uncontrolled unpaved access/haul road entrance. At a minimum, speed limit signs shall also be posted at least every 500 feet and shall be readable in both directions of travel along uncontrolled unpaved access/haul roads. ► When handling bulk materials, apply water or chemical/organic stabilizers/suppressants sufficient to limit VDE to 20% opacity. ► When handling bulk material, construct and maintain wind barriers sufficient to limit VDE to 20% opacity and with less than 50% porosity.	

LTS = Less Than Significant *S = Significant* *SU = Significant and Unavoidable*

Table 1-1
Summary of Impacts and Mitigation Measures

Impacts	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
		► When storing bulk materials, comply with the conditions for a stabilized surface as listed above. ► When storing bulk materials, cover bulk materials stored outdoors with tarps, plastic, or other suitable material and anchor in such a manner that prevents the cover from being removed by wind action. ► When storing bulk materials, construct and maintain wind barriers sufficient to limit VDE to 20% opacity and with less than 50% porosity. If utilizing fences or wind barriers, apply water or chemical/organic stabilizers/suppressants to limit VDE to 20% opacity or utilize a three-sided structure with a height at least equal to the height of the storage pile and with less than 50% porosity. ► Load all haul trucks such that the freeboard is not less than 6 inches when material is transported across any paved public access road sufficient to limit VDE to 20% opacity. ► Apply water to the top of the load sufficient to limit VDE to 20% opacity. ► Cover haul trucks with a tarp or other suitable cover. ► Clean the interior of the cargo compartment or cover the cargo compartment before the empty truck leaves the site. ► Prevent carryout and trackout, or immediately remove carryout and trackout when it extends 50 feet or more from the nearest unpaved surface exit point of a site. ► Cleanup of carryout and trackout shall be accomplished by manually sweeping and picking up; or operating a rotary brush or broom accompanied or preceded by sufficient wetting to limit VDE to 20% opacity; or operating a PM10-efficient street sweeper that has a pickup efficiency of at least 80%; or flushing with water, if curbs or gutters are not present and where the use of water would not result as a source of trackout material or result in adverse impacts on storm water drainage systems or violate any National Pollutant Discharge Elimination System permit program.	

LTS = Less Than Significant *S = Significant* *SU = Significant and Unavoidable*

Table 1-1
Summary of Impacts and Mitigation Measures

Impacts	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
		▸ Submit a dust control plan to the air pollution control officer (APCO) prior to the start of any construction activity on any site that will include 5 acres or more of disturbed surface area, or will include moving, depositing, or relocating more than 2,500 cubic yards per day of bulk materials on at least 3 days. Construction activities shall not commence until the APCO has approved or conditionally approved the dust control plan. Provide written notification to the APCO within 10 days prior to the commencement of earthmoving activities via fax or mail. CPR will implement the following SJVAPCD-recommended enhanced and additional control measures for all construction phases to further reduce fugitive PM10 dust emissions: ▸ Install sandbags or other erosion control measures to prevent silt runoff to public roadways from adjacent project areas with a slope greater than 1%. ▸ Suspend excavation and grading activity when winds exceed 20 mph.	
AIR-2: Long-Term Emissions of ROG, NOX, and PM10 during Project Operation that Violate Air Quality Standards or Contribute Substantially to Air Quality Violations. Project-related activities in 2011 would generate emissions of NOX that would exceed SJVAPCD's threshold of 10 TPY.	S	**Mitigation Measure(s) for Impact AIR-2:** CPR will comply with SJVAPCD's Rule 9510, "Indirect Source Review." Although NO_X emissions would be below the 10-TPY threshold for 2012 and beyond, compliance with Rule 9510 is required for projects where NO_X emissions would exceed 2 TPY. CPR will submit an AIA application to SJVAPCD no later than the date on which CPR receives any final discretionary approvals for the project, as described in the mitigation measure "Reduction of Emissions of Ozone Precursors during Construction" for Impact AIR-1. The AIA will quantify operational emissions of NO_X and PM_{10} exhaust associated with the project. The AIA will include the estimated operational baseline emissions and the mitigated emissions for each applicable pollutant for the project and will quantify the off-site fee, if applicable. CPR will comply with the following general mitigation requirements for operations emissions, as contained in SJVAPCD Rule 9510:	LTS

LTS = Less Than Significant *S = Significant* *SU = Significant and Unavoidable*

Table 1-1
Summary of Impacts and Mitigation Measures

Impacts	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
		► Applicants shall reduce 50% of the project's operational baseline PM10 emissions over a period of 10 years as quantified in the approved AIA. ► Applicants shall reduce 33.3% of the project's operational baseline NOX emissions over a period of 10 years as quantified in the approved AIA. The requirements listed above can be met by implementing any combination of on-site emission reduction measures or payment of off-site fees. SJVAPCD Rule 9510 provides a method of calculating fees to be paid to offset any NO_X and PM_{10} emission reductions that would not be achieved by selection of construction equipment and fuels. Mitigation of potential impacts, especially emissions of ozone precursors and PM_{10}, is best achieved in the project design stage. CPR will implement, at a minimum, the following SJVAPCD-recommended mitigation measures to further reduce operational emissions from mobile sources: ► Rideshare Operational: Implement carpool/vanpool program such as carpool ride matching for employees, assistance with vanpool formation, provisions of vanpool vehicles, and others. ► Parking Operational: Provide preferential parking for carpool and vanpool vehicles, implement parking fees for single occupancy vehicle commuters, implement parking cash-out program for employees. ► Include as many clean alternative energy features as possible to promote energy self-sufficiency (e.g., photovoltaic cells, solar thermal electricity systems, small wind turbines). CPR will implement the following SJVAPCD-recommended mitigation measures, as feasible, to further reduce operational emissions from area sources: ► Provide electrical outlets at building exterior areas and electric powered landscape maintenance equipment.	

LTS = Less Than Significant *S = Significant* *SU = Significant and Unavoidable*

Table 1-1
Summary of Impacts and Mitigation Measures

Impacts	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
		► Increase wall and attic insulation beyond Title 24 requirements (residential and commercial). ► Orient buildings to take advantage of solar heating and natural cooling and use passive solar designs. ► Provide highly reflective roofing materials and radiant heat barriers. ► Utilize day lighting systems such as skylights, light shelves, and interior transom windows.	
AIR-3: Long-Term Local Emissions of CO during Project Operation that Violate the Air Quality Standard or Contribute Substantially to an Air Quality Violation. Project-related activities would not generate emissions of CO that would exceed SJVAPCD's 20-ppm (1-hour) or 9-ppm (8-hour) standards.	LTS	No significant impacts would occur, so no mitigation measures are required.	LTS
AIR-4: Potential for Short- and Long-Term Emissions of Substantial Concentrations of TACs. Off-road heavy-duty diesel equipment would be used only temporarily and CPR would comply with applicable rules and regulations to reduce the risk associated with emissions of TACs from stationary sources. Therefore, project-generated emissions would not exceed 10 in one million for excess cancer risk or one hazard index for noncancer risk at the maximally exposed individual.	LTS	No significant impacts would occur, so no mitigation measures are required.	LTS
AIR-5: Potential Emissions of Objectionable Odors during Project Construction and Operations. The proposed project would not introduce new, permanent sources of substantial objectionable odors, nor would it locate sensitive receptors significantly closer to existing permanent sources of odors. Odors generated during project construction would be intermittent and would dissipate quickly.	LTS	No significant impacts would occur, so no mitigation measures are required.	LTS

LTS = Less Than Significant *S = Significant* *SU = Significant and Unavoidable*

Table 1-1
Summary of Impacts and Mitigation Measures

Impacts	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
4.5 Noise (NOI)			
NOI-1: Short-Term Construction-Generated Noise Levels Exceeding Applicable Noise Standards. Implementation of the proposed project would result in short-term construction activities associated with demolishing existing structures and constructing new buildings. These construction activities could expose sensitive receptors to noise levels that exceed the applicable noise standards and/or result in a noticeable increase in ambient noise levels.	S	**Mitigation Measure(s) for Impact NOI-1:** CPR will implement the following mitigation measures to reduce noise levels generated by on-site construction-equipment: ► Construction equipment will be properly maintained per manufacturers' specifications and fitted with the best available noise suppression devices (e.g., mufflers, silencers, wraps). All impact tools will be shrouded or shielded and all intake and exhaust ports on power equipment will be muffled or shielded. ► Construction equipment will not be idled for extended periods of time in the vicinity of noise-sensitive receptors. ► Fixed/stationary equipment (such as generators, compressors, rock crushers, and cement mixers) will be located as far as possible from noise-sensitive receptors. ► A disturbance coordinator will be designated by CPR, which will post contact information in a conspicuous location near the entrance so that it is clearly visible to nearby receivers most likely to be disturbed. The coordinator will manage complaints resulting from the construction noise. Reoccurring disturbances will be evaluated by a qualified acoustical consultant retained by CPR to ensure compliance with applicable standards. The disturbance coordinator will contact nearby noise-sensitive receptors, advising them of the construction schedule. ► Where feasible, project construction and related activities will occur between 6 a.m. and 9 p.m., the operational hours outlined in the San Joaquin County Development Code's Noise Ordinance. ► Where construction operations and related activities occur during more sensitive evening and nighttime hours (9 p.m. to 6 a.m.), CPR will notify the three residences along Austin Road 24 hours in advance of nighttime construction activities, and temporary noise barriers will be erected to minimize noise disturbances at nearby noise-sensitive land uses. Temporary	LTS

LTS = Less Than Significant *S = Significant* *SU = Significant and Unavoidable*

Table 1-1
Summary of Impacts and Mitigation Measures

Impacts	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
		barriers will be placed as close to the noise source or as close to the receptor as possible and break the line of sight between the source and receptor. Acoustical barriers will be constructed of material with a minimum surface weight of 2 pounds per square foot or greater, and a demonstrated Sound Transmission Class (STC) rating of 25 or greater as defined by American Society for Testing and Materials (ASTM) Test Method E90. Placement, orientation, size, and density of acoustical barriers will be specified by a qualified acoustical consultant (when specific equipment configurations, locations, and operational details become available) such that noise generated by construction activities occurring after 9 p.m. would not exceed applicable County standards at the single-family residences. Alternatively, contingent upon agreement by the occupants, CPR may pay to temporarily relocate occupants of the residences during periods of nighttime construction. ► Pile holes shall be pre-drilled to the maximum feasible depth. Pre-drilling pile holes shall reduce the number of blows required to completely seat the pile, and shall concentrate the pile driving activity closer to the ground where pile driving noise can be shielded more effectively by a noise barrier/curtain.	
NOI-2: Groundborne Noise and Vibration Levels due to Construction Activities at Sensitive Receptors. Implementation of the proposed project could expose sensitive receptors to groundborne noise and vibration levels that could exceed the County's threshold of significance. These groundborne noise and vibration levels could expose on- and off- site sensitive receptors or damage structures.	LTS	No significant impacts would occur, so no mitigation measures are required.	LTS
NOI-3: Off-Site Construction-Generated Traffic Noise Levels Exceeding Applicable Noise Standards. Implementation of the proposed project would result in temporary increases in roadway traffic noise associated with project construction. Construction activities could expose sensitive receptors to noise that exceed the applicable noise standards and/or result in a noticeable increase in	SU	**Mitigation Measure(s) for Impact NOI-3:** CPR will ensure that the mitigation measures described below are implemented to reduce exposure of noise-sensitive receptors to excessive off-site construction-generated traffic noise levels: ► All heavy trucks will be equipped with noise control (e.g.,	SU

LTS = Less Than Significant *S = Significant* *SU = Significant and Unavoidable*

Table 1-1
Summary of Impacts and Mitigation Measures

Impacts	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
ambient noise levels.		muffler) devices in accordance with manufacturers' specifications. ► All haul trucks will be inspected before use and a minimum of once per year to ensure proper maintenance and presence of noise-control devices (e.g., lubrication, nonleaking mufflers, and shrouding). ► Construction entrances and heavy truck haul routes will be located as far as possible from nearby noise-sensitive receptors. ► Reduced heavy-truck speed limits will be established and enforced within 600 feet of noise-sensitive receptors.	
NOI-4: Long-Term Increase in Traffic Noise Levels at Existing Noise-Sensitive Receptors. Implementation of the proposed project could result in an increase of average daily vehicle trips in the project vicinity. The increased traffic volumes could result in a noticeable (3–5 dB or greater) increase in traffic noise along roadways in the vicinity of the project site.	SU	**Mitigation Measure(s) for Impact NOI-4:** Feasible mitigation measures are not available to effectively reduce impacts to a less-than-significant level.	SU
NOI-5: Long-Term Increase in On-Site Noise Levels from Operation of Stationary Noise Sources. Implementation of the proposed project would result in increases in on-site stationary-source noise associated with operation of the facility. These stationary noise sources could exceed the County's noise standards (hourly and maximum) and result in a noticeable increase in ambient noise levels**.**	S	**Mitigation Measure(s) for Impact NOI-5:** For the proposed project, CPR will implement one of the following two mitigation measures to reduce the effect of noise levels generated by on-site stationary noise sources located within 1,200 feet from a sensitive receptor: ► Routine testing and preventive maintenance will be conducted during the less sensitive daytime hours (i.e., 7:00 a.m. to 6:00 p.m.). All electrical generators will be equipped with noise control (e.g., muffler) devices in accordance with manufacturers' specifications. OR ► Electrical generators will be located within equipment rooms or enclosures that incorporate noise-reduction features, such as acoustical louvers, and exhaust and intake silencers. Equipment enclosures will be oriented so that major openings (i.e., intake louvers, exhaust) are directed away from nearby noise-sensitive receptors.	LTS

LTS = Less Than Significant *S = Significant* *SU = Significant and Unavoidable*

Table 1-1
Summary of Impacts and Mitigation Measures

Impacts	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
NOI-6: Potential for Incompatibility of Proposed On-Site Land Uses with the Ambient Noise Environment. The proposed project includes development of on-site noise-sensitive land uses that could be exposed to noise levels exceeding applicable criteria.	LTS	No significant impacts would occur, so no mitigation measures are required.	LTS
4.6 Hydrology and Water Quality (HYDRO)			
HYDRO-1: Short-Term, Construction-Related Violation of Water Quality Standards or Other Substantial Degradation of Water Quality. Extensive grading and movement of earth associated with project construction could generate sediment, erosion, and other nonpoint source pollutants in on-site stormwater, which could drain to off-site areas, degrading local water quality.	S	**Mitigation Measure(s) for Impact HYDRO-1:** Before any construction-related ground disturbance, CPR will consult with County Public Works staff members to ensure that project construction procedures are consistent with County stormwater requirements. CPR will also contact the SWRCB and the Central Valley RWQCB to obtain Section 401 water quality certification, a statewide NPDES stormwater permit for general construction activity, and any other necessary site-specific WDRs or waivers under the Porter-Cologne Act. CPR will prepare and submit the appropriate notices of intent and prepare the SWPPP and any other necessary engineering plans and specifications for pollution prevention and control. The SWPPP and other appropriate plans will identify and specify: ► BMPs to be used for erosion and sediment control, including construction techniques to reduce the potential for runoff as well as other measures to be implemented during construction (e.g., sedimentation ponds, inlet protection, perforated riser pipes, check dams, and silt fences); ► approved local plans and nonstormwater-management controls to be implemented, permanent postconstruction BMPs to be followed, and responsibilities associated with inspection and maintenance; ► the pollutants that are likely to be used during construction that could be present in stormwater drainage and nonstormwater discharges, and other types of materials used to operate equipment; ► spill prevention and contingency measures, including measures to prevent or clean up spills of hazardous waste and of	LTS

LTS = Less Than Significant *S = Significant* *SU = Significant and Unavoidable*

Table 1-1
Summary of Impacts and Mitigation Measures

Impacts	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
		hazardous materials used to operate equipment, and emergency procedures for responding to spills; ► personnel training requirements and procedures that will be used to ensure that workers are aware of permit requirements and proper installation methods for BMPs specified in the SWPPP; and ► the appropriate personnel responsible for supervising implementation of the SWPPP. Where applicable, BMPs identified in the SWPPP will be in place throughout all site work and construction/demolition and will be used in all subsequent site development activities. BMPs may include such measures as the following: ► Implementing temporary erosion-control measures in disturbed areas to minimize discharge of sediment into nearby drainage conveyances. These measures may include silt fences, staked straw bales or wattles, sediment/silt basins and traps, geofabric, sandbag dikes, and temporary vegetation. ► Establishing permanent vegetative cover to reduce erosion in areas disturbed by construction by slowing runoff velocities, trapping sediment, and enhancing filtration and transpiration. ► Using drainage swales, ditches, and earth dikes to control erosion and runoff by conveying surface runoff down sloping land, intercepting and diverting runoff to a watercourse or channel, preventing sheet flow over sloped surfaces, preventing runoff from accumulating at the base of a grade, and avoiding flood damage along roadways and facility infrastructure. All construction contractors will retain a copy of the approved SWPPP on the construction site.	

LTS = Less Than Significant *S = Significant* *SU = Significant and Unavoidable*

Table 1-1
Summary of Impacts and Mitigation Measures

Impacts	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
HYDRO-2: Increase in Surface Runoff Potentially Exceeding the Capacity of Existing or Planned Stormwater Drainage Systems. The proposed project would increase surface runoff, which would result in an increase in both the total volume and the peak discharge rate of stormwater runoff, and therefore could result in greater potential for on- and off-site flooding. However, the project's drainage system would be designed to accommodate project-generated stormwater runoff from a 100-year storm event.	LTS	No significant impacts would occur, so no mitigation measures are required.	LTS
HYDRO-3: Potential Violation of Water Quality Standards or Other Substantial Degradation of Water Quality Resulting from Project Operation. The proposed project could increase the level of long-term discharges of urban contaminants to the stormwater drainage system, but stormwater quality control measures and BMPs, including the operation of the expanded detention basin, would reduce this projected increase.	LTS	No significant impacts would occur, so no mitigation measures are required.	LTS
HYDRO-4: Potential for Flooding On- and Off-Site, Including Inundation from the 100-Year Flood. The project's stormwater facilities would be adequate to assure that the project would not result in the substantial flooding of on- or off-site areas. The proposed project is not located within the 100-year flood zone. No dams or detention basins are located upstream of the site.	LTS	No significant impacts would occur, so no mitigation measures are required.	LTS
HYDRO-5: Potential for Exposure to 200-Year Flood (Pursuant to SB 5). The project site is located outside of the 500-year flood zone, and therefore does not require 200-year flood protection as required by SB 5.	LTS	No significant impacts would occur, so no mitigation measures are required.	LTS
HYDRO-6: Reduction in Available Groundwater Supply Because of Substantial Interference with Groundwater Recharge. The proposed project would create additional impervious surfaces in the form of new prison housing facilities and associated program space and infrastructure, which could reduce infiltration of precipitation into the groundwater. However, a large portion of the project site is currently developed with existing impervious surfaces (roadways, sidewalks, and structures), and the total percentage of impervious	LTS	No significant impacts would occur, so no mitigation measures are required.	LTS

LTS = Less Than Significant *S = Significant* *SU = Significant and Unavoidable*

Table 1-1
Summary of Impacts and Mitigation Measures

Impacts	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
surface proposed is small in relation to the overall NCYCC area. This increase would not measurably affect recharge to the local groundwater basin.			
4.7 Biological Resources (BIO)			
BIO-1: Loss of Raptor Nesting and Foraging Habitats. Implementation of the proposed project would result in the permanent loss of potential raptor nesting and foraging habitat and could disturb nesting raptors in the project vicinity. Disturbance of active nests could result in abandonment of nests and loss of eggs or young.	S	**Mitigation Measure(s) for Impact BIO-1:** Prior to the site preparation activities, CPR will, as encouraged in the letter dated August 15, 2008 from San Joaquin Council of Governments (SJCOG), request from the SJMSCP Joint Powers Authority (under SJCOG) concurrence that the proposed project qualifies for third-party participation in the SJMSCP because the project is consistent with permitted activities as defined in SJMSCP Section 8.2.2.c, "Major Impact Projects." Upon receipt of the concurrence letter, CPR will pay the Natural Lands and Agricultural Habitat Lands Fee (adjusted for inflation annually by the Joint Powers Authority) as defined in SJMSCP Section 7.4.1.2, "Agricultural Habitat Lands, Non-Vernal Pool Natural Lands, and Multipurpose Open Space Lands." Site preparation activities may commence upon payment of the fees. The SJMSCP Joint Powers Authority will determine the fee amount to be paid based on the acreage of disturbance. The total amount could be up to 153.2 acres (up to: 70 acres of farmland raptor foraging habitat; 74.2 acres of raptor nesting habitat at the existing Karl Holton Youth Correctional Facility; and 9 acres of raptor foraging habitat at the existing detention basin). In addition, the following avoidance and minimization measures for Swainson's hawk and other tree-nesting raptors and burrowing owl will be implemented. **Swainson's Hawk and Other Tree-Nesting Raptors.** Consistent with the avoidance and minimization measures in the SJMSCP, CPR will implement the following measures to reduce impacts on Swainson's hawk and other tree-nesting raptors: ▸ If trees and floodlights are removed between September 1 and February 15, then no further mitigation will be required.	LTS

LTS = Less Than Significant *S = Significant* *SU = Significant and Unavoidable*

Table 1-1
Summary of Impacts and Mitigation Measures

Impacts	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
		► If trees and floodlights are removed between February 16 and August 31, then a qualified biologist will be retained to conduct preconstruction surveys for active raptor nests on and within 0.5 mile of the project site no more than 14 days and no less than 7 days before tree and floodlight removal. Surveys for Swainson's hawks will follow the guidelines provided in the *Recommended Timing and Methodology for Swainson's Hawk Nesting Surveys in the Central Valley* (DFG 2000). If no active nests are found, then no further mitigation will be required. ► If active nests are found, the qualified biologist will establish a buffer around the tree or floodlight where the active nest is located. No project activity will commence within the buffer area until the qualified biologist confirms that the nest is no longer active or that the young have fully fledged. For Swainson's hawk nests, DFG guidelines recommend implementation of 0.25- or 0.5-mile buffers, but the size of the buffer may be adjusted if a qualified biologist and DFG determine that it would not be likely to adversely affect the nest. Monitoring of the nest by a qualified biologist may be required if the activity has potential to adversely affect the nest. **Burrowing Owl.** Consistent with the avoidance and minimization measures in the SJMSCP, CPR will implement the following measures to reduce impacts on burrowing owl: ► Retain a qualified biologist to conduct focused surveys for burrowing owls in areas of suitable habitat on and within 250 feet of the project site. Surveys will be conducted before project activity and in accordance with DFG protocol (DFG 1995). ► If no occupied burrows are found in the survey area, a letter report documenting survey methods and findings will be submitted to DFG, and no further mitigation is necessary. If occupied burrows are found, to the extent feasible, establish a buffer of 165 feet around the occupied burrow during the nonbreeding season (September 1–January 31) or 250 feet during the breeding season (February 1–August 31). The size of the buffer area may be adjusted if a qualified biologist and DFG	

LTS = Less Than Significant *S = Significant* *SU = Significant and Unavoidable*

Table 1-1
Summary of Impacts and Mitigation Measures

Impacts	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
		determine that adjusting the buffer size would not be likely to have adverse effects. No project activity will commence within the buffer area until a qualified biologist confirms that the burrow is no longer occupied. If the burrow is occupied by a nesting pair, a minimum of 6.5 acres of foraging habitat contiguous to the burrow will be preserved until the breeding season is over. ▸ If occupied burrows cannot be avoided, during the nonbreeding season conduct on-site passive relocation techniques, approved by DFG, to encourage owls to move to alternative burrows outside of the impact area. No burrows found by the survey to be occupied will be disturbed during the breeding season. ▸ After burrowing owls have been confirmed absent or removed from the site, the burrows may be destroyed.	
BIO-2: Injury or Mortality of Special-Status Bat Species. Implementation of the proposed project could result in injury and mortality of pallid bats should vacant buildings on the project site be used as day roosts, hibernation roosts, or maternity colony roosts.	S	**Mitigation Measure(s) for Impact BIO-2:** Surveys for roosting bats on the project site will be conducted by a qualified biologist. Surveys will consist of a daytime pedestrian survey looking for evidence of bat use (e.g., guano) and/or an evening emergence survey to note the presence or absence of bats. The type of survey will depend on the condition of the buildings. If no bat roosts are found, then no further study is required. If evidence of bat use is observed, the number and species of bats using the roost will be determined. Bat detectors may be used to supplement survey efforts, but are not required. If roosts of pallid bats are determined to be present and must be removed, the bats will be excluded from the roosting site before the facility is removed. A mitigation program addressing compensation, exclusion methods, and roost removal procedures will be developed in consultation with DFG before implementation. Exclusion methods may include use of one-way doors at roost entrances (bats may leave but not reenter), or sealing roost entrances when the site can be confirmed to contain no bats. Exclusion efforts may be restricted during periods of sensitive activity (e.g., during hibernation or while females in maternity	LTS

LTS = Less Than Significant *S = Significant* *SU = Significant and Unavoidable*

Table 1-1
Summary of Impacts and Mitigation Measures

Impacts	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
		colonies are nursing young). The loss of each roost (if any) will be replaced in consultation with DFG and may include construction and installation of bat boxes suitable to the bat species and colony size excluded from the original roosting site. Roost replacement will be implemented before bats are excluded from the original roost sites. Once the replacement roosts are constructed and it is confirmed that bats are not present in the original roost site, the building may be removed.	
BIO-3: Injury or Mortality of Special-Status Reptile Species. Implementation of the proposed project could result in injury and mortality of giant garter snakes and northwestern pond turtles in upland areas around Littlejohns Creek and the stormwater detention basin.	S	**Mitigation Measure(s) for Impact BIO-3:** As stated above in Mitigation Measure(s) for Impact BIO-1, prior to the ground disturbing activities third-party participation in the SJMSCP will be requested and the fees paid. The SJMSCP Joint Powers Authority will determine the total amount of the fees to be paid. The acreage of disturbance could amount up to 9 acres. The following avoidance and minimization measures for giant garter snake and northwestern pond turtles will be implemented. **Giant Garter Snake.** Consistent with the avoidance and minimization measures in the SJMSCP, CPR will implement the following measures to reduce impacts on giant garter snake. All mitigation listed below will be limited to construction within 200 feet of potential aquatic habitat. ▸ All ground-disturbing activity will be limited to May 1–October 1, the active period for giant garter snake. Consult with USFWS and DFG if work cannot be completed by October 1. If work occurs continuously before that date, work may continue contingent upon written approval from USFWS and DFG. ▸ Retain a qualified biologist to conduct a worker-awareness training program for all construction personnel before construction activities begin. The program will inform all construction personnel about the life history and status of the snake, the need to avoid causing snake mortality and damaging suitable habitat, and the possible penalties for not complying with these requirements. Submit written documentation of the training to USFWS and DFG within 30 days of completion.	LTS

LTS = Less Than Significant *S = Significant* *SU = Significant and Unavoidable*

Table 1-1
Summary of Impacts and Mitigation Measures

Impacts	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
		► Before construction activities begin, erect high-visibility fencing in locations identified by a qualified biologist to protect areas of aquatic habitat outside of the construction area from encroachment. All construction personnel will avoid these areas. The primary construction contractor will inspect the fencing before the start of each work day and will maintain the fencing in place until all construction activities are completed. ► No plastic, monofilament, jute, or similar erosion control matting that could entangle snakes will be used. ► Within 24 hours before ground-disturbing activities, a qualified USFWS-approved biologist will inspect the basin area for giant garter snakes. The biologist will provide USFWS written documentation of the monitoring efforts within 24 hours of the start of construction. The monitoring biologist will reinspect the project site whenever a lapse in construction activity of 2 weeks or greater has occurred. ► A monitoring biologist will be available throughout the construction period for the detention basin and will conduct a monitoring visit at least once per week to ensure that avoidance and minimization measures are being properly implemented. If a snake is encountered during construction activities, the biologist will have the authority to stop work until appropriate corrective measures have been completed or until it has been determined that the snake will not be harmed. USFWS will be contacted immediately. ► Snakes encountered during construction will be allowed to move away from the activities on their own. Capture or relocation of snakes will be attempted only by individuals who hold a valid Section 10(a)(1)(A) permit from USFWS. ► The number of access routes, number and size of staging areas, and total area of the proposed project activity will be limited to the minimum necessary. Movement of heavy equipment to and from the project site will be restricted to established roadways and designated staging areas to minimize habitat disturbance. Project-related vehicles will observe a 20-mile-per-hour speed	

LTS = Less Than Significant *S = Significant* *SU = Significant and Unavoidable*

Table 1-1
Summary of Impacts and Mitigation Measures

Impacts	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
		limit within the detention basin construction areas. ► During construction operations, temporary stockpiling of construction materials, portable equipment, vehicles, supplies, and soil will be restricted to designated construction staging areas. To avoid attracting predators of the snake, all food-related trash items, such as wrappers, cans, bottles, and food scraps, will be disposed of in closed containers. ► The biologist will report any incidental take to USFWS by telephone and written letter addressed to the chief of USFWS's Endangered Species Division within 1 working day. **Northwestern Pond Turtle.** Consistent with the avoidance and minimization measures in the SJMSCP, CPR will implement the following measures to reduce impacts on northwestern pond turtle. All mitigation listed below will be limited to construction within 200 feet of potential aquatic habitat. ► A qualified biologist will conduct a preconstruction survey for western pond turtle. If pond turtles are found within the detention basin expansion area during the survey, or are observed within the construction area at any other time, they will be relocated by the biologist to upstream or adjacent aquatic habitat that would not be disturbed by construction activity. ► If nesting areas for pond turtles are identified on the project site, then a buffer area of 300 feet will be established between the nesting site and aquatic habitat during the nesting period (April–November). These buffers will be indicated by temporary fencing if construction has begun or will begin before nesting periods are ended (the period from egg laying to emergence of hatchlings is normally April–November).	
BIO-4: Injury or Mortality of Tricolored Blackbirds. Expansion of the stormwater detention basin could result in injury and mortality of tricolored blackbirds should a breeding colony occur in the basin.	S	**Mitigation Measure(s) for Impact BIO-4:** As stated above in mitigation measures for Impact BIO-1 and BIO-3, prior to the ground disturbing activities third-party participation in the SJMSCP will be requested and the fees paid. The SJMSCP Joint Powers Authority would determine the fee amount, which	LTS

LTS = Less Than Significant *S = Significant* *SU = Significant and Unavoidable*

Table 1-1
Summary of Impacts and Mitigation Measures

Impacts	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
		could amount to up to 9 acres of disturbance. Consistent with the avoidance and minimization measures in the SJMSCP, CPR will implement the following measures to reduce impacts on tricolored blackbird: ► If project activity would occur during the tricolored blackbird's nesting season (March 1–August 31), a qualified biologist will conduct preconstruction surveys before activity occurring within 500 feet of suitable nesting habitat, including freshwater marsh and areas of low shrubby riparian vegetation. The survey will be conducted within 14 days before project activity begins. ► If no colony is present, no further mitigation is required. If a colony is found, the qualified biologist will establish a buffer around the nesting colony. No project activity will commence within the buffer area until a qualified biologist confirms that the colony is no longer active. The size of the buffer may be determined in consultation with DFG. Buffer size is anticipated to range from 100 to 500 feet, depending on the nature of the project activity, the extent of existing disturbance in the area, and other relevant circumstances.	
BIO-5: Mortality of Special-Status Wildlife Species from the Lethal Electrified Fence. Operation of an electrified fence at the project site would likely result in the electrocution of wildlife, especially birds, many of which are protected under the MBTA and the California Fish and Game Code. It is unlikely that these mortalities would result in the local extirpation of any resident or migratory bird species or would reduce species diversity in the project vicinity. However, although not expected, it is possible that the local population of one or more native bird species could be substantially reduced.	S	**Mitigation Measure(s) for Impact BIO-5:** CPR will consult with USFWS and DFG regarding the proposed project and anticipated wildlife mortality and will take appropriate actions to minimize wildlife electrocutions to the extent feasible and compensate for impacts on native wildlife species. It is anticipated that this will be accomplished by seeking coverage under the Statewide Electrified Fence HCP in agreement with USFWS and DFG, with concurrence from CDCR. The proposed project will replace the NCWF site in the HCP. The tiered mitigation approach used by the HCP to offset potential adverse effects on birds protected under MBTA and the California Fish and Game Code is outlined below. If coverage under the Statewide Electrified Fence HCP is not authorized, then avoidance and minimization measures in Tier 1 and Tier 2 will be implemented as described below and habitat compensation commensurate with	LTS

LTS = Less Than Significant *S = Significant* *SU = Significant and Unavoidable*

Table 1-1
Summary of Impacts and Mitigation Measures

Impacts	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
		Tier 3 mitigation will be developed in consultation with USFWS and DFG. ▸ *Tier 1:* These mitigation measures are designed to eliminate or reduce wildlife attractants near the prison perimeter by implementing specific maintenance and operation procedures. By making the perimeter less hospitable, wildlife will frequent this area less often, thus reducing their exposure to accidental electrocution. Tier 1 maintenance and operation procedures will include: ▸ *Minimization of vegetation in the vicinity of the electrified fence perimeter.* This will include removal of vegetation growing between and adjacent to chain link fences that surround electrified fences and keeping the first 100 feet of vacant land outside the perimeter and patrol road free of vegetation. Landscaping vegetation near the electrified fence will be minimized and will be trimmed or mowed to reduce its attractiveness to wildlife. Facility landscaping will be designed to provide as little cover and as few foraging and nesting opportunities as possible. Detailed information, including recommended landscape plantings that are less attractive to wildlife, can be found in the *Handbook to Reduce Wildlife Use* (MBA 1996). • *Minimization of standing water near the fence perimeter.* Rainwater will not be allowed to stand in or near the perimeter for more than 24 hours after a storm. Localized recontouring, excavation of ditches, and placement of gravel will occur to prevent ponding. Weeds, grasses, or emergent vegetation will be removed from ditches regularly. • *Timely correction of erosion gaps and spaces under fencing.* Inner and outer chain link fences will be inspected weekly to ensure that no gaps or spaces have formed. All eroded areas will be filled with soil or gravel as soon as feasible to prevent animals from entering electrified-fence areas. • *Proper storage of materials and waste.* To the extent feasible, equipment, supplies, rubble, or pallets will not be stored	

LTS = Less Than Significant *S = Significant* *SU = Significant and Unavoidable*

Table 1-1
Summary of Impacts and Mitigation Measures

Impacts	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
		(temporarily or permanently) within 200 feet of either side of the fence perimeter. Garbage cans and dumpsters will be covered at all times and emptied as often as required to prevent overflow. The area within 200 feet of the fence perimeter will be kept free of all trash, litter, and loose food waste. • *Tier 2:* These mitigation measures consist of both exclusion and deterrent devices. Tier 2 measures to be installed on the proposed electrified fence are listed below. • *Vertical netting.* Past analysis of the locations of carcasses has shown that wildlife kills were typically the result of animals contacting the lowest nine wires, because wires are vertically closer together, resulting in more opportunities for birds to contact two lethal wires or a wire and a ground. Install three-quarter-inch mesh vertical netting enveloping both sides of the lower section of the electrified fence, which will prevent most birds from contacting the fence. • *Anti-perching wire.* Several birds have been electrocuted as a result of contacting electrified wires while perching, or attempting to perch, on the grounding brackets and fence posts of the electrified fence. Anti-perching wires, which consist of 2- to 4- inch pieces of stiff wire connected to an aluminum base, will be strategically attached to the tops of perching sites in and near the perimeter. Once installed, this wire will reduce the ability of birds to perch near the electrified fence, thus reducing exposure to accidental electrocutions. ▸ *Tier 3:* These mitigation measures compensate for residual wildlife mortality impacts. Habitat compensation for residual wildlife impacts associated with operation of the electrified fence at this site was provided in the HCP for the Statewide Electrified Fence Project. Collectively, the HCP is providing 2,565 acres of mitigation at 10 sites to offset the loss of individuals from electrified-fence mortality by improving reproductive success elsewhere in the state. The compensatory mitigation for the Statewide Electrified Fence Project's HCP	

LTS = Less Than Significant *S = Significant* *SU = Significant and Unavoidable*

Table 1-1
Summary of Impacts and Mitigation Measures

Impacts	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
		includes habitat acquisition, restoration, management, and creation of 71 acres of riparian woodland, 1,162 acres of scrub/savanna, 700 acres of grassland/agriculture, 250 acres of mixed oak/pine woodland, 202 acres of emergent wetland/open water, and 180 acres of montane/coastal forest. Therefore, if USFWS and DFG agree to use the Statewide Electrified Fence Project's HCP for this project, no additional compensatory mitigation is required. Alternatively, if the project does not receive coverage under the HCP, CPR will contribute funds to an existing non-profit organization that creates and manages habitat enhancement areas that would improve opportunities for reproductive success of birds likely to be adversely affected by the project. Birds likely to be adversely affected will be predicted based on the results of mortality monitoring at comparable CDCR facilities and based on birds expected to occur in the project vicinity based on surrounding habitat. Mechanisms for implementing the mitigation will be similar to those previously utilized by CDCR for the Statewide and Six Prison Electrified Fence Projects and may include additional funding for a project to which CDCR has already contributed as part of these existing projects. The San Joaquin Valley will be targeted, but mitigation could be implemented at federal, state, or private lands located anywhere in California if the lands support a large percentage of the species at risk of electrocution at the project site. The amount of funding contributed would depend on the acreage of habitat that would benefit from the mitigation. The mitigation acreage required would be determined based on the anticipated annual mortality of native birds and the area required to support an equivalent number of individuals of the species at greatest risk of electrocution.	
BIO-6: Short-Term Disturbance of Jurisdictional Waters. Expansion of the capacity of the stormwater detention basin would result in the short-term disturbance of jurisdictional waters of the United States, which is considered a sensitive habitat by USACE.	S	**Mitigation Measure(s) for Impact BIO-6:** To minimize, avoid, and mitigate potential short-term impacts on waters of the United States, CPR will implement the following	LTS

LTS = Less Than Significant *S = Significant* *SU = Significant and Unavoidable*

Table 1-1
Summary of Impacts and Mitigation Measures

Impacts	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
This short-term, temporary impact would be significant.		measures: ► Minimize fill of waters of the United States and loss of freshwater marsh habitat to the greatest extent feasible. It is anticipated that most of the jurisdictional waters of the United States and all of the cattail- and willow-dominated freshwater marsh in the detention basin can be avoided. Install protective fencing along the northern edge of the wetland as far back from the area of expansion as possible to keep construction equipment out of wetlands. ► For those waters of the United States that cannot be avoided during construction, obtain authorization for fill of jurisdictional waters of the United States from USACE via the Section 404 permitting process before working in the detention basin. Implement any mitigation measures determined necessary during the Section 404 permitting process including construction best management practices during excavation to minimize the release of sediment into the adjacent waterway (Littlejohns Creek). ► As outlined in the mitigation measure for Impact HYDRO-1 in Section 4.6, "Hydrology and Water Quality," a National Pollution Discharge Elimination System permit will be obtained from the Central Valley RWQCB before project implementation. The stormwater pollution prevention plan developed and implemented as a condition of this permit will define the best management practices to minimize indirect effects on the avoided wetlands in the detention basin, as well as in Littlejohns Creek.	
4.8 Cultural Resources (CUL)			
CUL-1: Substantial Adverse Change in the Significance of a Historic or Archaeological Resource As Defined in Section 15064.5 of the State CEQA Guidelines. Resources identified on the project site are not considered significant because of a lack of integrity and/or association and limited research potential.	LTS	No significant impacts would occur, so no mitigation measures are required.	LTS

LTS = Less Than Significant *S = Significant* *SU = Significant and Unavoidable*

Table 1-1
Summary of Impacts and Mitigation Measures

Impacts	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
CUL-2: Substantial Adverse Change in the Significance of a Unique Archaeological Resource as Defined in Section 15064.5 of the State CEQA Guidelines. The potential exists for previously unidentified unique archaeological remains to be discovered below the ground surface during project implementation. A unique archaeological resource could be adversely affected by project implementation.	S	**Mitigation Measure(s) for Impact CUL-2:** If cultural materials (e.g., unusual amounts of shell, animal bone, bottle glass, ceramics, structure/building remains) are inadvertently discovered during project-related construction activities, ground disturbances in the area of the find will be halted and a qualified professional archaeologist will be notified of the discovery. The archaeologist will determine whether the resource is potentially eligible for listing in the CRHR. If additional as-yet-unidentified resources are determined to be eligible for listing, the archaeologist will develop appropriate avoidance measures and assist with project redesign and/or monitoring; or if construction cannot be planned to avoid impacts, the archaeologist will develop appropriate mitigation, which could include such actions as preservation in place, documentation of the find, or data recovery. Mitigation will be fully implemented before construction activities resume in the vicinity of the find.	LTS
CUL-3: Disturbance of Human Remains, Including Those Interred Outside of Formal Cemeteries. Although unlikely, it is possible that unidentified archaeological resources, including human remains, may be uncovered during ground-disturbing activities.	S	**Mitigation Measure(s) for Impact CUL-3:** In accordance with the California Health and Safety Code, if human remains are uncovered during ground-disturbing activities, all such activities in the vicinity of the find will be halted immediately and CPR or its designated representative will be notified. CPR will immediately notify the county coroner and a qualified professional archaeologist. The coroner will examine all discoveries of human remains within 48 hours of receiving notice of the discovery. If the coroner determines that the remains are those of a Native American, he or she will contact the NAHC by phone within 24 hours of making that determination. CPR or its appointed representative and the professional archaeologist will consult with a Most Likely Descendant (MLD) designated by the NAHC regarding the removal or preservation and avoidance of the remains and determine whether additional burials could be present in the vicinity.	LTS

LTS = Less Than Significant *S = Significant* *SU = Significant and Unavoidable*

Table 1-1
Summary of Impacts and Mitigation Measures

Impacts	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
4.9 Geology and Paleontology (GEO)			
GEO-1: Exposure of People to Injury and Structures to Damage Resulting from Seismic Hazards. No active or potentially active faults are located on or near the project site, and the project site is not located in an Alquist-Priolo Earthquake Fault Zone.	LTS	No significant impacts would occur, so no mitigation measures are required.	LTS
GEO-2: Location of the Project on Expansive Soils. The soils on the project site have a high clay content and are subject to development limitations associated with high shrink-swell potential, slow permeability, and low bearing strength.	S	**Mitigation Measure(s) for Impact GEO-2:** CPR will retain a licensed geotechnical or soils engineer to prepare a soils report for each area of proposed development. The report will identify the site-specific engineering limitations of soils and provide engineering recommendations to reduce potential damage to planned improvements from shrink-swell potential. Recommendations may include actions such as structural enforcement, soil treatment, or replacement of existing soil with engineered fill. CPR will implement all feasible engineering and design recommendations contained in the report consistent with the standards identified in the California Building Code. All earthwork in each phase of project development will be monitored by a geotechnical or soils engineer retained by CPR. The geotechnical or soils engineer will provide oversight during all excavation, placement of fill, and disposal of materials removed from and deposited on the project site.	LTS
GEO-3: Potential for Temporary, Short-term Erosion and Loss of Topsoil. Constructing site improvements in preparation for the planned development of medical facilities would extensively disturb an area of approximately 144 acres. Although the project site is relatively flat, construction activities, including demolition, would temporarily disturb soil and expose disturbed areas to storms.	S	**Mitigation Measure(s) for Impact GEO-3:** CPR will implement the mitigation measure for Impact HYDRO-1, "Implementation of the project could result in short-term, construction-related impacts on water quality," as described in Section 4.6, "Hydrology and Water Quality."	LTS
GEO-4: Potential Damage to Unknown, Potentially Unique Paleontological Resources. The entire project site is underlain by younger Pleistocene-age sediments of the Modesto Formation, which is considered a paleontologically sensitive rock unit under	S	**Mitigation Measure(s) for Impact GEO-4:** CPR will implement the following measures to minimize potential adverse impacts on unique, scientifically important paleontological resources:	LTS

LTS = Less Than Significant *S = Significant* *SU = Significant and Unavoidable*

Table 1-1
Summary of Impacts and Mitigation Measures

Impacts	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
SVP guidelines (1995). The potential exists for damage to vertebrate fossils during construction-related activities, including demolition activities, at the project site.		▸ Before the start of grading, excavation, or demolition, CPR will retain a qualified paleontologist or archaeologist to train all construction personnel involved with earthmoving activities, including the site superintendent, regarding the possibility of encountering fossils, the appearance and types of fossils likely to be seen during construction, and proper notification procedures should fossils be encountered. ▸ If paleontological resources are discovered during earthmoving activities, the construction crew will be directed to immediately cease work in the vicinity of the find and notify CPR. CPR will retain a qualified paleontologist to evaluate the resource and prepare a mitigation plan in accordance with SVP guidelines (1996). The mitigation plan may include a field survey, construction monitoring, sampling and data recovery procedures, museum storage coordination for any specimen recovered, and a report of findings. Recommendations determined by CPR to be necessary and feasible will be implemented before construction or demolition activities can resume at the site where the paleontological resources were discovered.	
4.10 Hazards and Hazardous Materials (HAZ)			
HAZ-1: Hazards to a Nearby School or the General Public Related to Use, Transport, and Disposal of Hazardous Materials. The proposed project would involve the storage, use, and transport of hazardous materials at the project site during construction. In addition, because the project proposes medical and correctional uses, some facilities could use hazardous materials during operation. However, use of hazardous materials at the site would be in compliance with federal, state, and local regulations.	LTS	No significant impacts would occur, so no mitigation measures are required.	LTS
HAZ-2: Exposure of Construction Workers to Surficial Hazardous Materials. Recognized environmental conditions, including elevated concentrations of petroleum hydrocarbons, semivolatile organic compounds, and chlorinated pesticides were identified in project site soils. In addition, asbestos, lead, and PCBs from	S	**Mitigation Measure(s) for Impact HAZ-2:** **Additional Investigation of Soil Contamination and Preliminary Soil Excavation Plan.** CPR will implement the following measures to remediate existing soil contamination on the project site:	LTS

LTS = Less Than Significant *S = Significant* *SU = Significant and Unavoidable*

Table 1-1
Summary of Impacts and Mitigation Measures

Impacts	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
mercury light bulbs are present in the existing structures located on the project site. Demolition of existing structures at the project site and excavation and construction activities could expose construction workers to hazardous materials.		▸ CPR will complete the additional investigation of contaminated soil before excavation to further define the extent of contaminated soil near borings E-4 and E-5. The scope of that work will include soil sampling at 8–16 "step-out" borings in the vicinity of the affected areas. Those borings will be placed approximately 20 feet from borings E-4 and E-5 to assess the lateral extent of contaminated soil. Selected soil samples will be analyzed for TPHd, TPHmo, SVOCs, and chlorinated pesticides. ▸ Based on the results of the additional investigation, CPR will hire a qualified technician to create a preliminary plan of soil excavation and disposal that includes the entire area of contamination (an area approximately 70 feet by 100 feet and 8 feet deep, encompassing the locations of both borings E-4 and E-5, with a preliminary in-place soil volume of approximately 2,100 cubic yards). The goal of the soil excavation plan and disposal plan will be to remove all the soils containing chemical concentrations in excess of the California human health screening levels and render excavated soil suitable for disposal as a nonhazardous waste, subject to additional testing as required by the appropriate landfill. ▸ Soil removal activities will be completed in accordance with state and local regulatory requirements. As recommended in the final hazardous materials investigation report, CPR will contact DTSC to discuss the findings and approach for remediation discussed herein. Typically, DTSC will require a contractual arrangement (voluntary cleanup agreement) to fund their oversight costs during the removal action. If required by DTSC, CPR will prepare a work plan for conducting additional investigations and will prepare a remedial action work plan before affected soil is excavated. **Abatement of Lead Paint Hazards Related to Existing Buildings.** If loose and peeling paint is encountered during demolition, CPR will conduct sampling and analysis for leachable lead content to characterize the waste. Because most paints at the on-site buildings were found to contain lead, and for the purpose of	

LTS = Less Than Significant *S = Significant* *SU = Significant and Unavoidable*

Table 1-1
Summary of Impacts and Mitigation Measures

Impacts	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
		complying with the California Occupational Safety and Health Administration's (Cal/OSHA's) lead in construction regulation (Title 8, Section 1532.1 of the California Code of Regulations [8 CCR 1532.1]), all coated surfaces will be considered to contain some lead. As required by 8 CCR 1532.1, CPR will provide monitoring of lead in the air monitoring, adaptive work practices, and respiratory protection to avoid exposure to the presence of even very low levels of lead where the lead is loose and peeling. **Asbestos Abatement.** Before demolition, materials to be removed will be tested for the presence of asbestos. Also, CPR will perform a survey of building materials at the portable trailers near the educational buildings to assess the presence of paint containing lead and ACM; any lead-containing paint and ACM encountered in the trailers will be removed according to federal, state, and local regulations, including appropriate notification, equipment, handling, and disposal. Consistent with the requirements of the San Joaquin Air Quality Management District, friable ACM with greater than 1% asbestos will be properly disposed of as asbestos waste in accordance with National Emissions Standards for Hazardous Air Pollutants (NESHAP) regulations.	
HAZ-3: Interference with an Adopted Emergency Response Plan or Emergency Evacuation Plan. The NCYCC has a facilitywide disaster emergency plan and also works cooperatively with the San Joaquin County Office of Emergency Services.	LTS	No significant impacts would occur, so no mitigation measures are required.	LTS
HAZ-4: Exposure of Construction Workers to Groundwater Exceeding Water Quality Standards. Arsenic and thallium were detected at concentrations exceeding maximum contaminant levels. The presence of arsenic and thallium in the groundwater may limit the use of the groundwater as a source of drinking water, but it does not represent a project-related human health hazard because the project would connect to the City of Stockton's water supply as the sole water supply source.	LTS	No significant impacts would occur, so no mitigation measures are required.	LTS

LTS = Less Than Significant *S = Significant* *SU = Significant and Unavoidable*

Table 1-1
Summary of Impacts and Mitigation Measures

Impacts	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
4.11 Population and Housing (POP)			
POP-1: Potential to Induce Substantial Population Growth by Increasing Construction Employment. Implementation of the project would result in short-term construction jobs, in a region with a relatively large labor pool and with moderately high unemployment. It is anticipated that the available workforce in the region and surrounding communities would provide a pool of employees that could adequately meet the proposed project's employment needs without resulting in substantial in-migration of new residents to the region. Population growth related to construction employment would not stimulate any new development, the construction of which could result in significant environmental impacts.	LTS	No significant impacts would occur, so no mitigation measures are required.	LTS
POP-2: Potential to Induce Substantial Population Growth by Increasing Medical Facility Employment. The project would provide jobs to an estimated 3,030 new employees for operation of the facility. Some of these employees would likely be new to the region. The demand for housing for new employees would be met by the surrounding metropolitan region within the existing housing stock and as a component of planned future growth. Because there is already and ample supply of housing in the region, as well as a number of planned housing projects that would construct tens of thousands of new homes, the population growth related to increased employment opportunities at the medical facility would not be sufficient to stimulate new development, the construction of which could result in significant environmental impacts, and the project-related population growth would be included in the growth projections of the regional and local communities.	LTS	No significant impacts would occur, so no mitigation measures are required.	LTS
POP-3: Potential to Induce Substantial Population Growth or Physical Deterioration of a Community Caused by the Patient Population. The housing of 1,734 patients on the project site would not be considered a substantial adverse effect because population growth in the correctional medical facility is not, in itself, an	LTS	No significant impacts would occur, so no mitigation measures are required.	LTS

LTS = Less Than Significant *S = Significant* *SU = Significant and Unavoidable*

Table 1-1
Summary of Impacts and Mitigation Measures

Impacts	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
environmental effect (although it has implications related to increased demand for public utilities [e.g., water, wastewater], which are addressed in Section 4.14, "Public Utilities"). Other potential physical impacts on the community, including blight or other physical deterioration of a community, caused by project-related local economic decline would not occur.			
POP-4: Potential to Induce Substantial Population Growth in Specific Locations. No single city would receive a substantial number of new residents, and the region offers a large housing base in addition to future housing growth. Therefore, the project would not substantially decrease the available housing stock in surrounding communities and would not result, in and of itself, in the construction of substantial new housing in the study area.	LTS	No significant impacts would occur, so no mitigation measures are required.	LTS
4.12 Public Services (PUB)			
PUB-1: Potential for Increase in Demand for Police Protection Services Requiring Construction of New or Expanded Facilities. Development of the proposed project would not substantially increase the demand for police protection facilities and services, nor would it result in the need for additional staff members to maintain an adequate level of service.	LTS	No significant impacts would occur, so no mitigation measures are required.	LTS
PUB-2: Potential Increase in Demand for Fire Protection and Emergency Services Requiring Construction of New or Expanded Facilities. Development of the proposed project would not increase the demand for fire protection and emergency services and facilities.	LTS	No significant impacts would occur, so no mitigation measures are required.	LTS
PUB-3 Potential Increase in Demand for Schools Requiring Construction of New or Expanded Facilities. Development of the proposed project would not increase the demand for schools and facilities.	LTS	No significant impacts would occur, so no mitigation measures are required.	LTS

LTS = Less Than Significant *S = Significant* *SU = Significant and Unavoidable*

Table 1-1
Summary of Impacts and Mitigation Measures

Impacts	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
4.13 Water Supply (WS)			
WS-1: Lack of Sufficient Water Supplies to Serve the Project from Existing Entitlements or Resources. Although the proposed project would increase demand for potable water, the City has short-term water supply capacity to serve the project, and will have long-term water supply capacity to serve the project upon completion of the DWSP (currently estimated 2010 – 2011), the same timeframe as completion of the project. Even if the DWSP is not completed by 2011, the City has sufficient supplies to serve existing customers, the project, and anticipated growth through the year 2020 and beyond. Therefore, the project would result in a less-than-significant impact.	LTS	No significant impacts would occur, so no mitigation measures are required.	LTS
4.14 Public Utilities (UTIL)			
UTIL-1: Potential Increase in Demand for Electricity Requiring Construction of Facility Improvements. The proposed project would increase demand for electricity enough to require PG&E to construct improvements to its existing PG&E facilities, but such construction would occur in existing utility easements and the resulting environmental effects would not be significant.	LTS	No significant impacts would occur, so no mitigation measures are required.	LTS
UTIL-2: Potential Increase in Demand for Natural Gas Requiring Construction of Facility Improvements. The proposed project would increase demand for natural gas enough to require PG&E to install on-site facilities, but off-site improvements to existing PG&E facilities would not be required.	LTS	No significant impacts would occur, so no mitigation measures are required.	LTS
UTIL-3: Potential Increase in Demand for Wastewater Treatment Exceeding Available Treatment Capacity at the Stockton RWCF. The proposed project could generate wastewater flow rates that exceed the current wastewater treatment agreement between NCYCC and the City of Stockton. However, the wastewater treatment plant has sufficient capacity to accommodate project flows, so no improvement to the plant would be needed as a result of the project.	LTS	No significant impacts would occur, so no mitigation measures are required.	LTS

LTS = Less Than Significant *S = Significant* *SU = Significant and Unavoidable*

Table 1-1
Summary of Impacts and Mitigation Measures

Impacts	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
UTIL-4: Potential Need for Stormwater Drainage Facility Construction or Expansion that Would Cause Significant Environmental Effects. The proposed project would increase impervious surfaces on the project site, which would increase the rate of stormwater runoff. The existing detention/retention basin on the project site would be expanded to accommodate the increased runoff and prevent an increase in the amount of discharge into the adjacent creek. Therefore, the proposed project would not result in the need for other new or expanded stormwater drainage facilities.	LTS	No significant impacts would occur, so no mitigation measures are required.	LTS
UTIL-5: Potential for Increased Generation of Solid Waste. Although the proposed project would increase generation of solid waste, both during construction and operation, the nearby landfill is expected to have capacity to accept the increased solid waste.	LTS	No significant impacts would occur, so no mitigation measures are required.	LTS
UTIL-6: Potential Need for New Water Infrastructure. The proposed project would not require construction of a new water distribution system beyond what is currently planned by the City of Stockton.	LTS	No significant impacts would occur, so no mitigation measures are required.	LTS
4.15 Visual Resources (VIS)			
VIS-1: Potential Degradation of a Scenic Vista. Agricultural land on the project site may be considered scenic by a small number of people. A limited number of people consider this land scenic and the limited effects of a new facility would be consistent with the surrounding context.	LTS	No significant impacts would occur, so no mitigation measures are required.	LTS
VIS-2: Potential Degradation of the Visual Character of the Project Site. Residents and some motorists immediately east of the project site would experience a slight degradation in visual character from converting 70 acres of agricultural land to an institutional use; however, this would not be a substantial change from the current visual character of the area.	LTS	No significant impacts would occur, so no mitigation measures are required.	LTS

LTS = Less Than Significant *S = Significant* *SU = Significant and Unavoidable*

Table 1-1
Summary of Impacts and Mitigation Measures

Impacts	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
VIS-3: Increase in Light and Glare. Skyglow impacts for viewers in all directions would be similar to current skyglow caused by the NCYCC and the BNSF railroad facility. Construction lighting, parking lot lighting, 35-foot-high facility lighting, and building lighting would increase light and glare for residents immediately east of the project site.	S	**Mitigation Measure(s) for Impact VIS-3:** **Minimizing of Construction Lighting Impacts.** To minimize the construction light that could spill onto the residential properties immediately east of the project site, the flood or area lighting needed for construction activities will be directed downward toward work activities and shielded from adjacent residences. Portable construction lights will be operated at the lowest allowable height and in the smallest number feasible to maintain adequate night lighting. **Redirecting Lighting from Project Operations Downward and Away from Residences to the East.** To minimize the light from operation of the proposed project that could spill and glare onto residential properties immediately east of the project site, lights will be shielded such that direct lighting does not spill onto the residences. Further, light fixtures will not use reflective surfaces.	SU
5 Cumulative			
Land Use	LTS	**N/A**	LTS
Agricultural Resources	S	**Same as for individual impacts.**	SU
Traffic and Circulation	S	**Same as for individual impacts**	SU
Air Quality and Climate	S	Implementation of the mitigation measure for Impact AIR-2, which would reduce operational emissions of criteria air pollutants and precursors, would also act to reduce GHG emissions associated with project operation. This mitigation measure is relevant to Impact AIR-2 because emissions of both criteria air pollutants and GHGs are frequently associated with combustion byproducts. In addition, CPR will implement the following measures to reduce direct and indirect GHG emissions associated with the proposed project. Certain measures could already be considered components of the project, but are provided here for purposes of completeness.	SU

LTS = Less Than Significant *S = Significant* *SU = Significant and Unavoidable*

Table 1-1
Summary of Impacts and Mitigation Measures

Impacts	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
		A. Energy Efficiency ► Design buildings to be energy efficient. Site buildings to take advantage of shade, prevailing winds, landscaping and sun screens to reduce energy use. ► Install efficient lighting and lighting control systems. Use daylight as an integral part of lighting systems in buildings. ► Install light-colored "cool" roofs, cool pavements, and strategically placed shade trees (consistent with mitigation requirements for biological resources in connection with operation of the electrified fences). ► Install energy-efficient heating and cooling systems, appliances and equipment, and control systems. **B. Renewable Energy** ► Install solar and wind power systems, solar and tankless hot water heaters, and energy-efficient heating ventilation and air conditioning. ► Improve the thermal integrity of buildings, and reduce the thermal load with automated time clocks or occupant sensors. ► Install solar panels over parking areas. **C. Water Conservation and Efficiency** ► Create water-efficient landscapes with native, drought-resistant species. ► Install water-efficient irrigation systems and devices, such as soil moisture–based irrigation controls. ► Design buildings to be water-efficient. Install water-efficient fixtures and appliances. ► Restrict watering methods (e.g., prohibit systems that apply water to nonvegetated surfaces) and control runoff. ► Restrict the use of water for cleaning outdoor surfaces and vehicles. ► Provide education about water conservation and available programs and incentives.	

LTS = Less Than Significant *S = Significant* *SU = Significant and Unavoidable*

Table 1-1
Summary of Impacts and Mitigation Measures

Impacts	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
		D. Solid Waste Measures ► Reuse and recycle construction and demolition waste (including but not limited to soil, vegetation, concrete, lumber, metal, and cardboard). ► Provide interior and exterior storage areas for recyclables and green waste and adequate recycling containers located in public areas. **E. Transportation and Motor Vehicles** ► Limit idling time for commercial vehicles to five minutes, including delivery and construction vehicles. ► Promote ridesharing programs, e.g., by designating a certain percentage of parking spaces for ridesharing vehicles, designating adequate passenger loading and unloading and waiting areas for ridesharing vehicles, and providing a Web site or message board for coordinating rides. ► Create car-sharing programs. Accommodations for such programs include providing parking spaces for the car-share vehicles at convenient locations. ► Provide the necessary facilities and infrastructure to encourage the use of low- or zero-emission vehicles (e.g., electric-vehicle charging facilities). ► Provide shuttle service to public transit. ► Provide public transit incentives such as free or low-cost monthly transit passes. ► Join a local transportation management association and prepare employer-based trip reduction plans.	
Noise	S	**Same as for individual impacts**	SU
Hydrology and Water Quality	S	**Same as for individual impacts**	LTS
Biological Resources	S	**Same as for individual impacts**	LTS
Cultural Resources	S	**Same as for individual impacts**	LTS

LTS = Less Than Significant *S = Significant* *SU = Significant and Unavoidable*

Table 1-1
Summary of Impacts and Mitigation Measures

Impacts	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
Geology and Paleontology	S	**Same as for individual impacts**	LTS
Hazards and Hazardous Materials	LTS	**N/A**	LTS
Population and Housing	LTS	**N/A**	LTS
Public Services	LTS	**N/A**	LTS
Public Utilities	LTS	**N/A**	LTS
Visual Resources	LTS	**N/A**	LTS

LTS = Less Than Significant *S = Significant* *SU = Significant and Unavoidable*