3 PROJECT DESCRIPTION

This chapter presents a detailed description of the proposed California Health Care Facility Stockton project, located partially within the Northern California Youth Correctional Center (NCYCC) and partially on adjacent vacant land. This chapter also describes CPR's objectives related to the project, proposed staffing, and the anticipated schedule for project construction.

3.1 PROJECT PURPOSE AND NEED

In April 2001, a class action lawsuit, *Plata v. Schwarzenegger* (*Plata*), was filed by prison inmates against the State of California, contending that the California Department of Corrections and Rehabilitation (CDCR) was violating the Eighth Amendment (prohibiting cruel and unusual punishment) and 14th Amendment (providing the right to due process and equal protection) to the U.S. Constitution by providing inadequate medical care to prison inmates. In the *Plata* case, the federal courts found that the current state of prison infrastructure does not support a constitutionally adequate level of health care. Similar findings have been issued in several other cases since 2001, including the *Coleman v. Schwarzenegger* (*Coleman*) case regarding mental health care, the *Perez v. Tilton* (*Perez*) case regarding dental care, and the Armstrong case regarding CDCR's disabled inmates. In response to the *Plata* case, in 2005 the U.S. District Court for the Northern District of California placed California's prison health care system in receivership. 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 determined that in order to fulfill the court's mandate, new correctional medical and mental health care facilities must be constructed throughout California. CPR has identified the need to construct new health care facilities with a total of approximately 5,000 beds for medical patients and 5,000 beds for mental health patients.

In an effort to locate the sites to reflect the demographics of the state, it was determined that three sites would be located in northern California and four would be located in southern California. After CPR determined the number and regional location of each site (northern versus southern California), the existing CDCR adult and juvenile facilities were reviewed using the following criteria: proximity to major urban areas to help guarantee access to a large, qualified pool of skilled professionals, such as nurses, doctors, teachers, and administrative staff; location on sites associated with facilities that are closed or scheduled to be closed; and availability of land. These

three criteria narrowed the list down significantly. Some of the existing facilities had available land, but were located far from urban areas, making the task of attracting a qualified workforce a greater challenge than might be faced otherwise. Other sites were near urban areas, but did not have available land. Given the siting criteria, most of the existing facilities were ruled out. CPR decided to move forward with the NCYCC site for a 1,734-bed medical and mental health facility because it is close to three major metropolitan areas (the Stockton area, the Sacramento area and the Bay area) and because it offers available land in the form of a closed youth facility that could be demolished to make room for the proposed project.

3.2 PROJECT OBJECTIVES

The primary and fundamental objective of the California Health Care Facility project is to comply with the United States District Court order to provide, in an expeditious manner, constitutionally adequate medical and mental health care for California prison inmates. This objective will be met by the construction of medical and mental health facilities at key locations throughout California, including the project site.

As part of that overall goal, the proposed project is intended to achieve the following objectives:

- Locate the medical and mental health facility in a geographic area which effectively serves State prisons.
- Locate the medical and mental health care facility in proximity to a metropolitan area where there is access to a large employment base to serve the facility, including areas with potential training facilities.
- Locate the medical and mental health care facility on state-owned property with priority given to existing CDCR facilities.
- Size the facility to provide between 1,300 and 1,800 beds to achieve the most efficient and optimal patient care while ensuring a secure facility.
- Design the facility in a manner that is conducive to optimal care, including patient access to the diagnostic and treatment center, patient support areas, and outdoor areas.
- Provide a high level of security to protect the safety of the patients, correctional and medical staff and the surrounding community.

3.3 PROJECT LOCATION

The 144.2-acre project site is located approximately 1.5 miles east of State Route (SR) 99 in unincorporated central San Joaquin County (Exhibit 3-1). Situated within the NCYCC at 7650 South Newcastle Road, the site is approximately one-third mile south of the Stockton city limit. Newcastle Road provides direct access to the NCYCC facilities (Exhibit 3-2).

The 400-acre NCYCC is located approximately 1,600 feet south of Arch Road and is currently accessed from two driveways on Newcastle Road. NCYCC is developed with the N. A. Chaderjian, O. H. Close, DeWitt Nelson, and Karl Holton youth correctional facilities (Exhibit 3-2 and Exhibit 3-3). The N. A. Chaderjian facility was designed for a capacity of 600 wards and the other three facilities were designed for 400 wards each, for a total capacity at NCYCC of 1,800 wards. The Karl Holton facility was closed in 2003. As of June 2008, the three operational youth correctional facilities housed a combined total of approximately 450 wards. As of August 2008, the DeWitt Nelson facility had no wards and was being used temporarily for training of staff members of youth correctional facilities being reassigned to adult correctional facilities at other sites. In addition, an existing state-owned correctional training center, the Richard A. McGee Correctional Training Center Annex (CTCA) (formerly the Northern California Women's Facility), is located on Arch Road adjacent to NCYCC. In a separate project, CDCR plans to convert the CTCA facility into the Northern California Re-Entry Facility (NCRF), to provide

counseling, services, job training, and housing placement services for up to 500 adult male inmates who are a year or less from their release dates. CDCR approved the project in early 2008. An approved California Conservation Corps (CCC) project with 111 corpsmembers and 35 employees will be constructed on 20 acres located east of Newcastle Road just north of the O.H. Close facility.

SITE VICINITY

Land uses in the project vicinity are predominantly agricultural, although several industrial parks exist north of Arch Road approximately three-quarters of a mile northeast of the site. Just east of these existing industrial parks on the north side of Arch Road, Opus Logistics Center (OLC) is a 474-acre industrial development currently under construction with 8.2 million square feet of logistics facilities, distribution space, and multi-tenant buildings

Burlington Northern and Santa Fe intermodal facility occupies 425 acres located just under three-quarters of a mile east of the site. The intermodal facility transfers freight between trucks and trains and includes two loading and unloading tracks, which hold approximately 150 intermodal railcars. It also includes three storage tracks that accommodate 230 intermodal railcars and have more than 800 container and trailer parking spaces.

A sanitary landfill operated by Forward Inc. lies about 1 mile to the south of the project site and adjacent to the NCYCC boundary. The nearest Stockton Metropolitan Airport runway terminates just over 1.5 miles west of the site across SR 99.

North Fork South Littlejohns Creek (Littlejohns Creek) is a perennial creek that flows in a west-southwest direction about 1 mile south of the site (just north of the landfill) and converges into Lone Tree Creek.

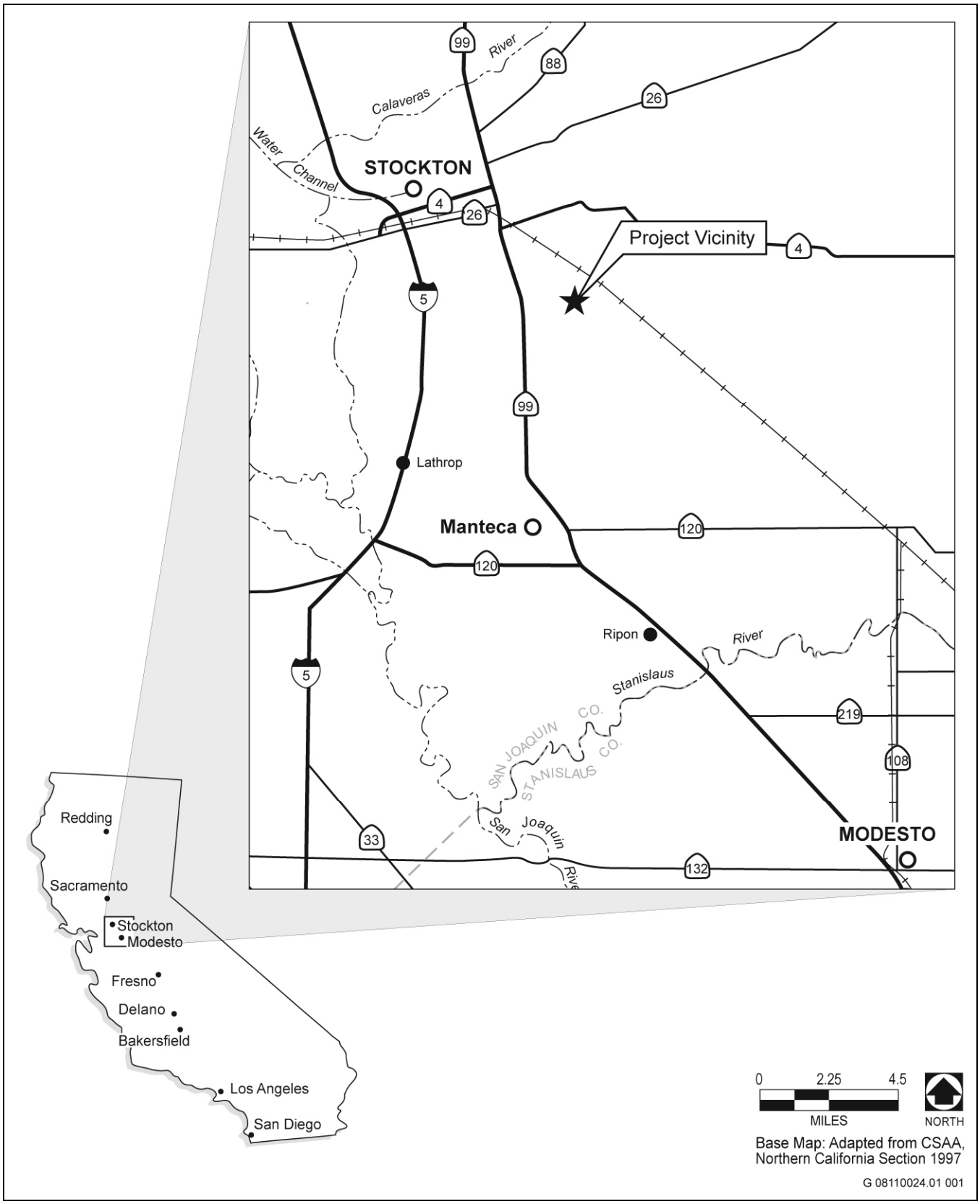
SURROUNDING LAND USES

The project site is bounded to the north by the CTCA and active agricultural fields, to the east by Austin Road and agricultural land beyond, to the south by agricultural land and the DeWitt Nelson Youth Correctional Facility (part of the NCYCC campus), and to the west by the O. H. Close Youth Correctional Facility (operating as a school for wards and also part of the NCYCC campus) (Exhibit 3-2). Two single-family residences are located directly across Austin Road, one across from the northeast corner and the other across from the southeast corner of the site. A third single-family residence exists farther south, approximately 750 feet from the site.

PHYSICAL DESCRIPTION OF THE SITE

The irregularly shaped project site is 144.2 acres of essentially flat land with a surface elevation of 35–40 feet (Fugro 2007a:3). The eastern portion of the site consists primarily of active agricultural land with an east-west flowing open drainage ditch transecting the east side of the property. The ditch continues to the former Karl Holton Youth Correctional Facility on the western portion of the site, wrapping around the north perimeter of the former youth facility campus, where the ditch stops.

The western portion of the site has been modified from its native condition by grading for construction of the former Karl Holton Youth Correctional Facility, and probably for agricultural purposes before that. Eight unoccupied single-story structures, all constructed in 1967, occupy the octagonal campus and are generally positioned, along with several field lighting standards (no lighting is currently used at Karl Holton), around a central athletic field and running track. An access road surrounds the perimeter of the fenced facility (Fugro 2007b). The perimeter fencing is approximately 14 feet tall and is not electrified.

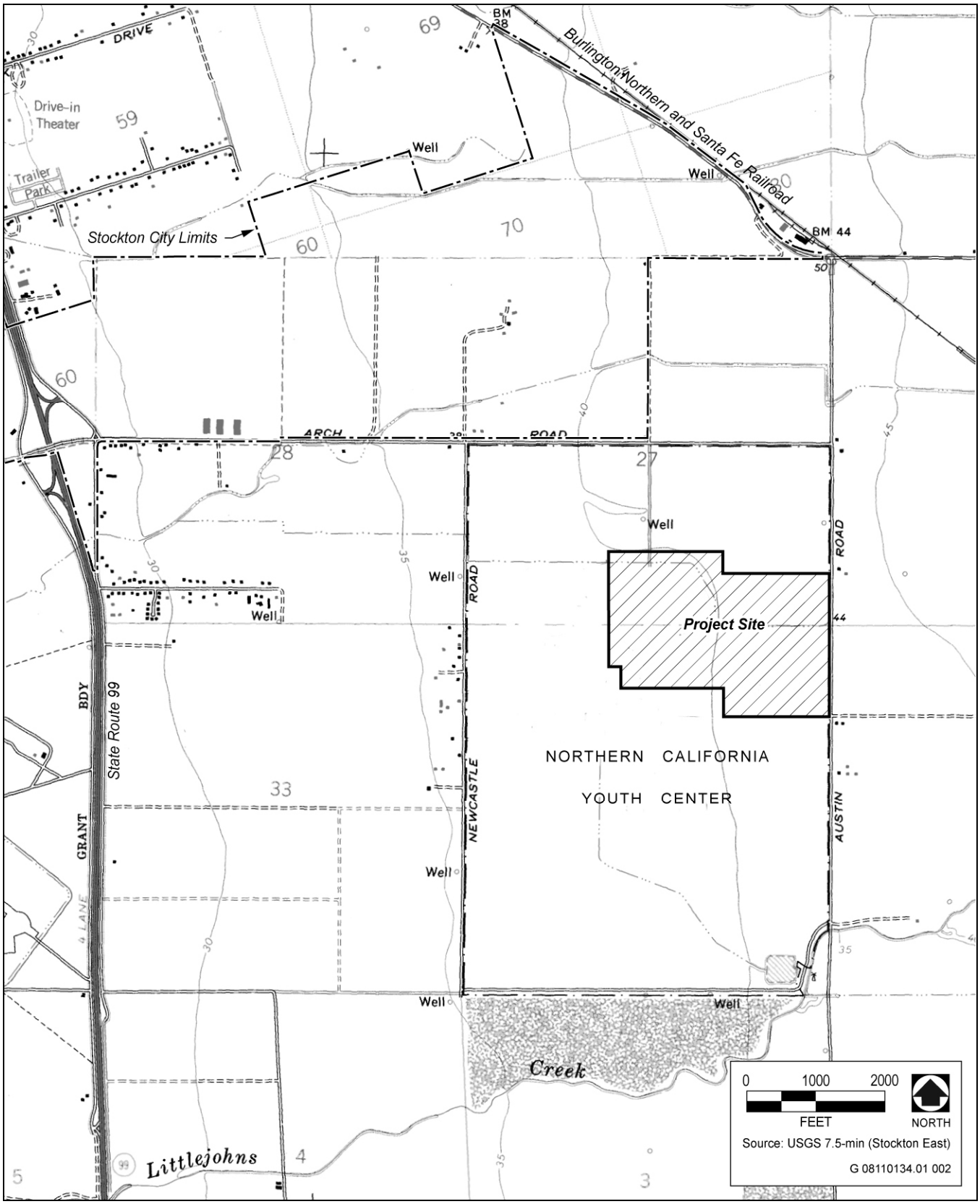


Source: EDAW 2008

Regional Location **Exhibit 3-1**

Source: EDAW 2008

Site Vicinity and Aerial Photograph Map **Exhibit 3-2**



Source: EDAW 2008

Site Vicinity and Topographic Map **Exhibit 3-3**

Table 3-1 below outlines the various structures on the site and their previous uses, along with the gross floor area of each.

Table 3-1
Former Uses and Floor Areas of On-site Structures

Former Use of Structures (H-1 through H-8)	Gross Floor Area (square feet)
Administration (H-1)	10,000
Chapels (H-2)	5,868
Living Unit (H-3 A and B)	21,000
Living Unit (H-4 A and B)	21,000
Living Unit (H-5 A and B)	27,500
Living Unit (H-6 A and B)	21,000
Education Center (H-7)	
Auto Shop (H-7-1)	5,200
Music Classroom (H-7-2)	1,400
Special Academic Classrooms (H-7-3)	10,752
Administration (H-7-4)	7,755
Reading and Mechanical (H-7-5)	3,983
Business Education and Science (H-7-6)	5,280
Arts, Crafts, and Industrial Arts (H-7-7)	10,900
Gymnasium, Locker Room, and Pool (H-8)	15,200
Total	**166,838**

Source: Kitchell 2006

EXISTING UTILITIES

The following discussion describes in general terms the existing utilities on the project site (water, wastewater, drainage, electricity, and natural gas). A more detailed description of the existing utilities is provided in Section 4.14, "Public Utilities."

Water

Potable water is supplied to the NCYCC by four groundwater wells and distributed into three storage tanks immediately west of the project site. Water from the storage tanks is distributed to the facilities by two booster pump stations. Recent well water sampling has found iron, manganese, and volatile organic compounds (VOCs). Although iron and manganese levels have dropped below secondary maximum contaminant limits (MCLs), some samples containing VOCs exceed MCLs. Tetrachloroethylene (PCE) was found in concentrations above the MCL of 5.0 micrograms per liter in two samples collected on March 26, 2007, from an indoor faucet at the NCYCC facility. This is likely because of potential chemical contamination from the Austin Road Landfill. One of the wells is no longer in use because of the detection of these contaminants.

Wastewater

The project site's wastewater treatment and disposal needs are supplied by the City of Stockton's (City's) Regional Wastewater Control Facility. The NCYCC wastewater system consists of a pumping station and a 20-

inch-diameter gravity main (Kimley-Horn and Associates 2008:9). The gravity main transports wastewater to a trunk sewer line in Newcastle Road that eventually discharges to the City's Regional Wastewater Control Facility.

Drainage

The project site runoff combines with other NCYCC stormwater runoff, as well as runoff from the CTCA facility, and collects at a sump and pump station near the center of the NCYCC campus. The stormwater is then discharged into a concrete-lined channel, which flows into a detention basin located approximately 3,000 feet south of the project site (just north of Littlejohns Creek). The detention basin contains two pumps for discharge into Littlejohns Creek, although NCYCC staff members indicate that pumping into the creek has not been required, at least not recently, except during routine pump tests (Kimley-Horn and Associates:33).

As mentioned above under "Physical Description of the Site," a separate unlined channel transects the project site, collecting runoff from surrounding agricultural land, and does not combine with runoff associated with the developed areas of the NCYCC. This channel is under the jurisdiction of the San Joaquin County Flood Control District (Kimley-Horn and Associates 2008:33).

Electricity and Natural Gas

Two overhead power lines enter the NCYCC at various locations and supply power to the site. Gas lines enter the NCYCC from Newcastle Road. A liquid petroleum gas standby fuel system is connected to the natural gas pressure regulating station in the event that Pacific Gas and Electric Company's natural gas service is interrupted (Kimley-Horn and Associates 2008:49).

EXISTING ROADWAYS, ACCESS, AND PARKING

Regional Access

SR 99 provides regional access to the north and south of the project site. The freeway connects various counties and cities in San Joaquin County. In the vicinity of the project site, SR 99 has two lanes in each direction and provides a connection to Arch Road, west of the project site.

Local Access

The following local roadways provide access to the project site:

- **Austin Road:** A north-south roadway east of the project site. Austin Road runs from East Mariposa Road to Caswell Memorial State Park (north of SR 132). In the vicinity of the project site, Austin Road has one lane in each direction and is classified as a local street. The roadway provides the only direct access to the site through a driveway that would be constructed as part of the proposed project.

- **Arch Road:** An east-west roadway north of the project site with a posted speed limit of 45 miles per hour. Arch Road runs from Quantas Lane to Austin Road. In the vicinity of the project site, the roadway has one lane in each direction and is classified as a minor arterial.

- **Newcastle Road:** A north-south local roadway west of the project site. Newcastle Road runs from Arch Road to the NCYCC. In the vicinity of the project site, the roadway has one lane in each direction and is classified as a local street.

3.4 DESCRIPTION OF THE PROPOSED PROJECT

CPR proposes to construct a subacute medical and mental health care facility on the project site with up to 1,734 beds (Exhibits 3-4 and 3-5). (Subacute care is comprehensive inpatient care designed for someone who has an acute illness, injury, or exacerbation of a disease process. It is goal-oriented treatment rendered immediately after, or instead of, acute hospitalization to treat one or more specific active complex medical conditions or to administer one or more technically complex treatments, in the context of a person's underlying long-term conditions and overall situation.) The facility would consist of approximately 1.2 million square feet and would 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 one 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 ten inmate patients are anticipated to be checked into and out of the facility each day, although the number of patients checking in is anticipated to be much higher during the facility's start-up period because of current unmet demand.

Table 3-2 below breaks down the approximate floor area for each facility.

STAFFING

It is anticipated that the proposed medical care facility would employ between 2,400 – 3,000 employees. The factors that will determine the final number of employees at the proposed facility include: (1) the acuity level of the patients, particularly the mental health patients; (2) whether or not women's facilities will be included at the proposed facility; (3) the decision to locate administrative and/or managerial functions at this site or at some other proposed CPR facilities; and (4) various California licensure standards for medical and correctional facilities.

These employees would work over several different shifts, with the highest number of employees working between 6 a.m. and 2 p.m. The total number of employees present on the site in the course of a day would be less than the total number of persons hired. The facility would operate 24 hours a day, 7 days a week, and the staff would rotate among the various shifts and days of operation. Table 3-3 shows staff distribution by shift. This distribution is based on the highest number of potential employees (3,000 persons), and is used in this EIR in order to analyze the maximum impacts of the proposed project.

Table 3-2
Breakdown of Proposed Floor Area

Facility	Floor Area (square feet)
Housing	770,000
Diagnostic & Treatment Center	105,000
Patient Community Space	100,000
Administrative Buildings	70,000
Support Structure (Warehouse, Regional Food Service Facility, and Central Plant)	150,000
Perimeter (Guard Tower, Armory, and Sally Port)	5,000
Total	1,200,000

Source: URS/BLL 2008
Note: Floor areas identified are approximate and may be redistributed.

Table 3-3 Staff Distribution by Shift					
Shift	8 a.m.–5 p.m.	10 p.m.– 6 a.m.	6 a.m.–2 p.m.	2 p.m.–10 p.m.	8 a.m.–8 p.m.
Number of Employees	353	217	586	431	59
Note: The total number of employees distributed across the schedule does not equal the total number of employed staff. This is because on any given day, some employees will not be present because of vacation, weekends, leaves, and other time off. Source: Data provided by URS/Bovis Lend Lease Joint Venture in 2008					

HEALTH CARE FACILITY OPERATION

The proposed project would provide medical and mental health delivery of subacute services to the state prison system. The following discussion describes the specific, day-to-day operation of the proposed facilities including admission and discharge of patients, the treatment program concept, and urgent care services. Descriptions of the specific facilities are provided under "Proposed Facilities."

Patient Admission and Discharge

Admission of incarcerated patients to the facility would be determined by established evidenced-based assessment and criteria. The proposed facility includes an Admission and Discharge (A&D) unit designed to handle a maximum of 20 patients at any one time.

Transfers to the facility would be carried out through a variety of vehicle types, including vans, buses, ambulance and/or CDCR operated buses (44-passenger occupancy). Ambulances would be utilized for emergency patient transport (and in rare cases, non-emergency transport). The project would either include its own emergency transport service, operated as part of the project, or would provide service under contract with the appropriate local emergency medical transportation provider. If contracted, the contract would be structured to maintain emergency medical services to existing populations while also serving the site. Patients would enter or exit through a sally port. Loading and unloading of passengers from the bus, or other type of vehicle, would occur within the secure perimeter of the facility.

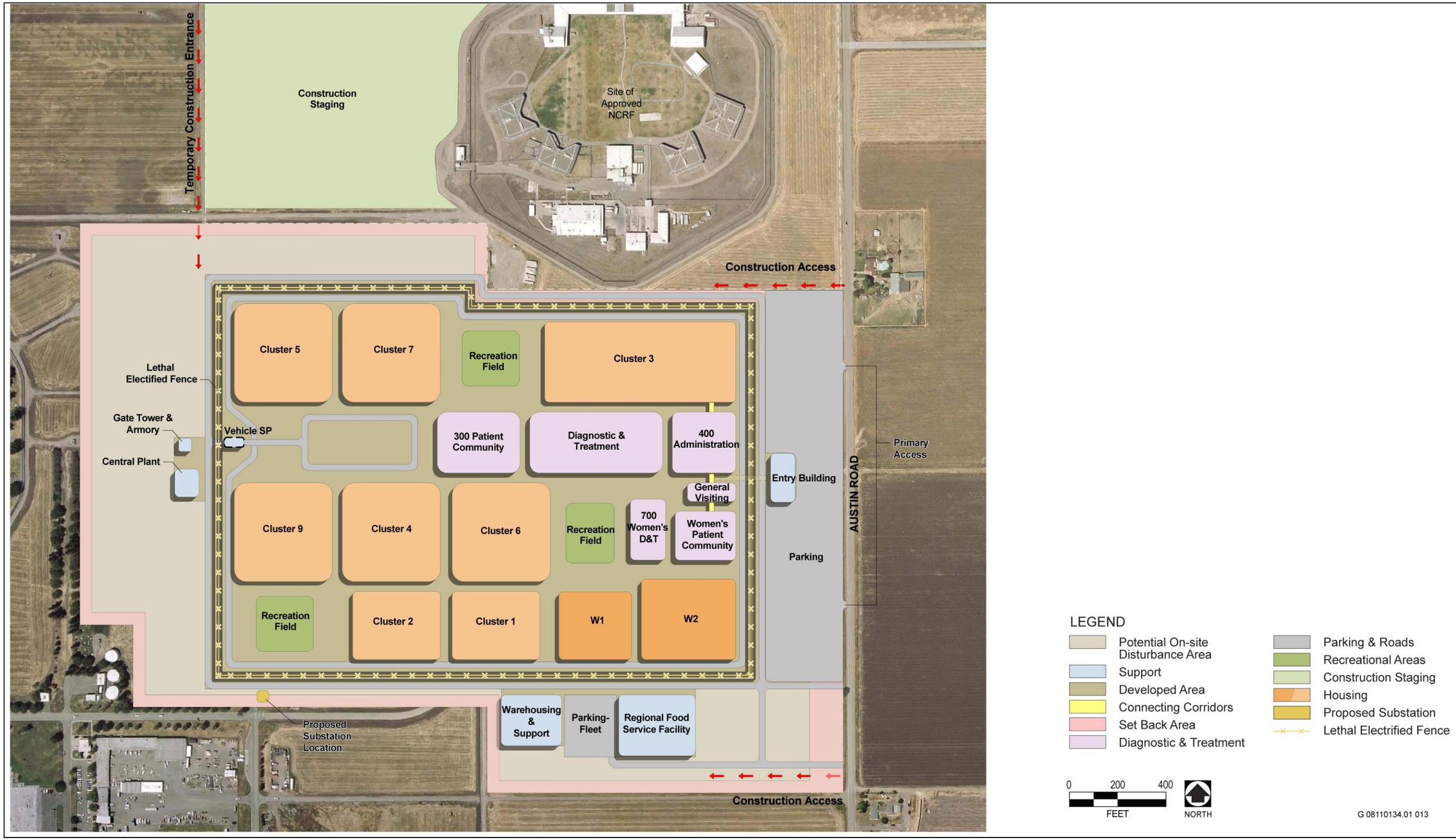
A portion of the patients would be housed at the facility on a temporary basis while receiving treatment and would be transferred upon completion of treatment back to a general population facility. In the event that patients complete their sentence while at the facility, they would be bussed back to the location of their original sentencing for final release.

Treatment Program

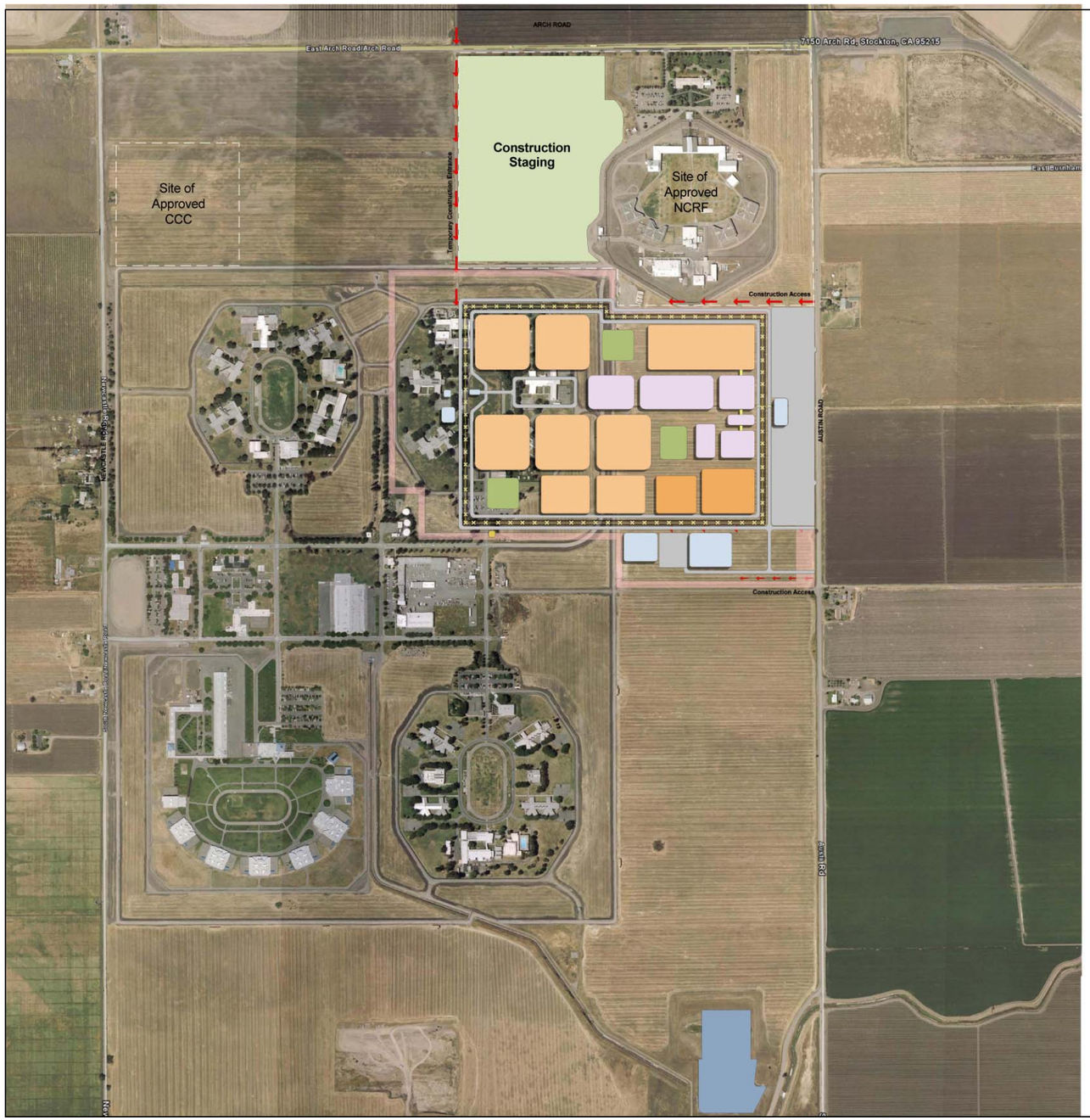
With the exception of the medical patients classified as "Specialized General Population," all other residents of the facility would have treatment and program services delivered under the guidance of a treatment team. The team would be composed of representatives from a cross section of clinical disciplines, correctional custody, and counselors.

Urgent Care Services

The proposed project includes a Triage and Treatment Clinic (TTC), which provides immediate medical service if required for the patients onsite. The TTC can be described as an urgent care center, but it will have the capability of handing emergency-type cases. The TTC will be used for patients needing immediate medical attention. The TTC will provide urgent care 24 hours per day, seven days per week.



Proposed Site Plan **Exhibit 3-4**



Proposed Larger Site Plan

Exhibit 3-5

Housing Clusters

As indicated in Exhibit 3-4, the proposed facility would include several housing clusters, all located within the secured perimeter. The design of the housing would include features to ensure a level of care and custody that meets the health care needs of the patients. Although patients would be encouraged to participate in centralized programs and services, a significant amount of time would be spent in the housing units. Various housing units are grouped into "treatment clusters" according to patient medical and mental health acuity levels. Treatment clusters would provide patients with in-patient treatment and program support. A variety of housing types would be accommodated within these clusters including the following: specialized general population housing, low acuity housing, high acuity housing, hospice housing, enhanced outpatient program housing, mental health crisis beds housing, intermediate care facility housing, and acute care housing.

If both men and women are housed at the facility, they will be housed and treated in separate facilities. Men's facilities are required to have "sight and sound" separation from women's facilities (and also from the adjacent juvenile facilities). The separation requirement is called a "sight and sound barrier." However, what constitutes a sight and sound barrier is not well defined. For example, some institutions use distance as a barrier. There might be a large enough distance between facilities such that inmates cannot see and/or hear anything that others may be trying to communicate. Other options include berms and/or walls or other physical barrier. The options for a sight/sound barrier have not been fully defined for the proposed project. However, compliance with the requirement, both between the existing juvenile facility and between the male and female patients, will be part of the ultimate design.

Diagnostic and Treatment Centers

The diagnostic and treatment center would consist of the following: a medical clinic (the site of primary care) diagnostic imaging, laboratory, individual and group mental health treatment facilities, dental facilities, and the triage and treatment area (TTA).

Central Plant

The central plant is an approximately 11,000 square foot building located outside of the secure perimeter that safely and efficiently provides utility services to the main facility 24 hours per day, 7 days per week. Typical utilities include hot water for heating, chilled water for cooling, domestic hot water, and electricity distribution on a continuous basis in the most cost effective manner.

The central plant would maintain designed levels of thermal comfort in the main facility. This is accomplished by circulating heating hot water and/or chilled water to air handlers distributed throughout the facility. Depending on the thermal comfort desired, the air handlers move warm or cool air into the spaces.

Cooling towers would be located outdoors near the central plant and would handle reject heat from the chillers. The central plant also houses the emergency generators and necessary equipment to provide electrical power to the main facility in the event of electrical power interruption. The generators automatically and immediately start up and send power to pre-determined areas of the facility. The system will be designed to provide power for 72 hours.

Equipment within the central plant will be provided with emissions control technology to meet or exceed all applicable standards. Additionally, noise-generating equipment will be enclosed to protect surrounding neighborhoods from noise pollution.

The central plant would include the following utilities-related facilities:

- Boiler Equipment Room – contains boilers, pumps, domestic water heaters and piping and similar equipment distributing heating water and domestic hot water to the facility.

- Chiller Equipment Room – contains chillers, pumps, compressors, piping and similar equipment distributing chilled water to the facility. Chillers are specialized equipment that chills water before it is piped to the air handlers.

- Electrical Switch Gear – contains the electrical distribution panels and equipment for normal power distribution.

- Emergency Generator Room – contains the diesel engine emergency generators. The generators are sized and provided in the quantities needed according to the emergency power needs of the facility. The equipment will meet all emission standards and guidelines. To control odors, engine exhaust will be located a minimum required distance away from all fresh air intakes and adjacent properties. The height of the room will be sized for proper air circulation and noise control.

- Transfer/Switch Room – contains electrical panels and equipment for the immediate switch from normal to emergency power. Also contains equipment for monitoring the generators and engine fuel capacity.

- Outdoor Cooling Tower Yard – contains cooling towers, tower filtration, piping and controls.

The plant would also include a facility-wide energy management and control system that would accomplish the following:

- Reduce energy consumption through the use of computer controlled devices. Equipment located throughout the main facility will be connected to a computerized energy management system which minimizes energy consumption by allowing real-time monitoring and controlling of heating, ventilation, and air-conditioning equipment. This energy management & control system is headquartered at the central plant.

- Provide system-wide maintenance information by scheduling, tracking and recording maintenance activities.

- Alert staff regarding potential problems by monitoring equipment performance.

Regional Food Service Facility

The regional food service facility, located outside of the secure perimeter, would serve all CPR-established facilities in Northern California. The facility would operate five days per week and would not utilize inmate labor. Approximately 40% of the meals would be prepared for trayed serving in the housing units or bedside as dictated by security and/or medical or mental health acuity needs. Trayed meals would be assembled onto insulated site specific tray transport carts, loaded onto refrigerated/chilled semi-trailers, and transported from the regional facility to the other sites 3 times per week. Approximately 60% of the meals will be prepared at the production kitchens in bulk, and reheated for cafeteria style serving lines in the housing cluster patient dining rooms.

Energy Efficiency/LEED

The proposed project is intended to be designed and constructed to achieve a minimum LEED Silver rating. This complies with Governor Schwarzenegger's Executive Order S-20-04 requiring all state projects over 10,000 square feet to be LEED silver.

Sally Port

The sally port would provide secured ingress to and egress from the facility. A sally port is an enclosure situated in the perimeter wall or fence of a correctional facility containing gates or doors at both ends, only one of which

opens at a time, ensuring there will be no breach in the perimeter security of the institution. The sally port may handle either pedestrian or vehicular traffic.

Guard Tower

One 54-foot guard tower would be located at the sally port. The tower would include standing seam metal roof and fascia and would be supported by structural steel. Correctional officers would access the tower via a spiral staircase housed in a spiral steel culvert and would survey the site from the guard tower through sliding aluminum windows.

Parking Pads

The project includes parking "pads" located on the perimeter road. The purpose of the pads is to allow security vehicles to park and for correctional officers to survey the site boundaries in case the lethal electrified fence shuts down or needs maintenance. The pads would be approximately 300 square feet and 5 feet high, and would consist basically of compacted dirt berms with sloped edges. The pads would be constructed at four different sites along the perimeter road. Security vehicles would pull up onto the pads, off of the perimeter road . One pad would be located on each side of the facility, except on the side with the sally port, and two pads would exist at any section of the perimeter that juts out or in.

Lethal Electrified Fence

A double-fenced enclosure would surround the secured perimeter with a 12-foot lethal electrified fence in the middle of the double-fenced enclosure. The exterior-most fence would be twelve feet tall with a barbed wire "standoff" and concrete post footings. The lethal electrified fence would be constructed consistent with CDCR standard design, which includes a continuous concrete grade beam. The interior-most fence would be 12 feet tall with a "candy-cane" design (the top of the fence curves over toward the interior of the fence and down, which results in a "cane-like" cross section) and a continuous concrete grade beam. A clear zone (clear of vegetation and structures) would be located between the double-fenced enclosure. An electronic warning system would be mounted in the clear zone between fences, and a 12-foot-wide paved road would surround the secured perimeter approximately 30 feet from the exterior-most fence line. The lethal electrified fence would discharge a lethal level of electricity upon contact.

Lighting

Site lighting is used for the illumination of parking lots and circulation, for site features, and for all-purpose lighting in courtyards. Exterior lighting for parking lots and circulation will be on 35-foot poles, with high pressure sodium bulbs. Proposed lighting is typical of retail parking lot lighting. The proposed project does not include high mast lighting.

UTILITIES AND INFRASTRUCTURE

Water

A City water line extension connecting to the Opus Logistic Center across Arch Road is currently under construction and is planned to be completed by the end of 2008 (Kimley-Horn and Associates 2008:24). The City also plans to extend the water line down Newcastle Road to the NCYCC frontage. The proposed project would connect to the distribution line on Arch Road and would loop the system by connecting to the planned line in Newcastle Road. The project includes two water storage tanks (2 million gallons each) and a booster pump station on the site. The proposed project would not rely on water supply from the existing wells and would use City water to fill the current storage tanks.

Wastewater

Collected wastewater flows from the proposed project would continue to be transported to the Stockton Regional Wastewater Control Facility for treatment and disposal. A new sewer pump station and force main would be constructed to convey wastewater flows from the proposed facilities to the city trunk line in Newcastle Road. Wastewater flows from the proposed facilities would not be conveyed by the existing NCYCC sewer collection system.

Stormwater Drainage

The proposed project would stop diverting stormwater runoff to the concrete-lined channel, which currently conveys flows from NCYCC to the detention basin south of the site. Instead, the proposed project includes a new 66-inch storm drain pipe that would convey stormwater flows to a new pump station located adjacent to the existing basin. The new pump would lift the stormwater from the 66-inch drainage line into the existing detention basin, which may be expanded to accommodate the increased volume of stormwater runoff generated by the project. On-site curbs, gutters, and other drainage facilities would be designed to convey on-site stormwater runoff to the 66-inch drainage line. The project would also reroute the existing unlined channel to convey stormwater from the surrounding agricultural fields around the northern boundary of the project site.

Solid Waste

The proposed program for waste management would maximize recyclable material collection, promote a sanitary healthcare environment, and achieve security requirements and efficient operations. The proposed project is anticipated to generate a total volume of 787 cubic yards (yd^3) of waste per week. This estimate includes 441 yd^3 of general waste, 47 yd^3 of non-compacted waste, 149 yd^3 of weekly recyclable waste, 118 yd^3 of weekly regulated medical waste, and 31 yd^3 of vendor specialty waste (i.e. sharps, confidential papers, hazardous wastes, etc. that require removal by an outside vendor). Solid waste pick-up would be expected to occur between six and eight times per week. General solid waste would be transported to Forward Landfill south of the site. The 118 yd^3 of medical waste would be treated and compacted on-site and would then be disposed of with the general solid waste at Forward Landfill. This medical waste volume does not include sharps (less than 20 yd^3 per week), which would be picked up approximately twice per week by a locally contracted medical waste handler and destroyed at their facility.

The proposed project would include a waste reduction program that includes development of an environmentally sensitive purchasing policy that includes waste reduction, utilization of reprocessible items where economically feasible, and the development of a comprehensive recycling program.

Electricity

Proposed improvements to the existing electrical utilities include installation of one underground service line extending from Arch Road at the northwestern corner of the project site, and two underground lines entering the northeastern and southeastern corners of the project boundary from Austin Road, in addition to a new substation constructed just to the east of the site within the NCYCC facility. The project also includes extension of a 115 Kv line from PG&E's existing Stockton A-Lockeford-Bellota line (approximately 2 miles north of the site) along one of several alternative routes (all along existing PG&E right of way) identified by PG&E that would be selected upon submittal of final site design to PG&E. Temporary overhead electrical lines off Austin Road and Arch Road would be utilized during construction of the facilities.

Natural Gas

The project would be served by an existing 6-inch high-pressure natural gas line and a 4-inch gas line that formerly served the Karl Holton Youth Correctional Facility and would add new distribution lines on the site to serve the proposed facilities.

Roadways and Access

The proposed project includes paved driveways and parking areas. Primary access to the site would be provided by a proposed east-west, two-lane driveway that would intersect with Austin Road.

Parking

The proposed project includes two main parking areas for visitors and staff, which would provide 1,913 spaces. The project also includes a fleet parking area on the project site.

PROJECT CONSTRUCTION

Construction of the proposed project is anticipated to start in March 2009, with a completion date assumed to be March 2011 (24 months). During the 7-month peak construction period, construction activities are very conservatively assumed to require up to 1,700 construction workers per day. Construction of the proposed project would occur in two primary phases: site preparation and building. These two primary phases can be subdivided into smaller, overlapping building phases, as described below.

Site Preparation

Site preparation would include demolition of existing structures and supporting facilities; remediation and disposal of hazardous materials and soils; grubbing and clearing undeveloped area; and final grading before construction.

Demolition

All of the structures of the Karl Holton Youth Correctional Facility (see Table 3-1) would be demolished and the materials removed to recycling and landfill locations as appropriate. The proposed project would re-use and recycle as much material as is feasible.

Remediation

It is estimated that 2,100 cubic yards of soil would be excavated and removed from the site to an appropriate disposal site. See details in Section 4.10, “Hazards and Hazardous Materials.”

Clearing, Grubbing, and Grading

The undeveloped areas of the site would be cleared and grubbed to remove plantings and other agricultural materials. It is estimated that approximately 22,000 cubic yards of vegetation and other spoils would be hauled off-site. The entire site would be graded as preparation for building the new facility.

Building

Elements of the building phase include installation of utilities, construction of foundations, building of the main structures, architectural coating (painting), paving, and ancillary work, such as fencing and finishing.

Construction Staging

A 37.7-acre construction staging would be located between the project site and Arch Road (Exhibit 3-5). Direct access to the staging area would be provided from Arch Road.