NOTICE OF PREPARATION

PROJECT DESCRIPTION AND LOCATION

GENERAL INFORMATION

Project Title: Northern California Re-Entry Facility, Stockton

Lead Agency: California Department of Corrections and Rehabilitation
Office of Facilities Planning, Construction, and Management
Environmental Planning Section
9838 Old Placerville Road, Suite B
Sacramento, CA 95827
Contact: Roxanne Henriquez, Senior Environmental Planner
(916) 255-3010

Project Location: The 134-acre project site is state-owned property in unincorporated San Joaquin County, immediately southeast of the Stockton city limits. (See Exhibit 1) The site is less than two miles east of State Route 99 (SR 99), which provides regional access to the site. Arch Road provides direct access to the project site and SR 99. The site was formerly used as a correctional officer training academy and, prior to that, a women's detention facility, the Northern California Women's Facility.

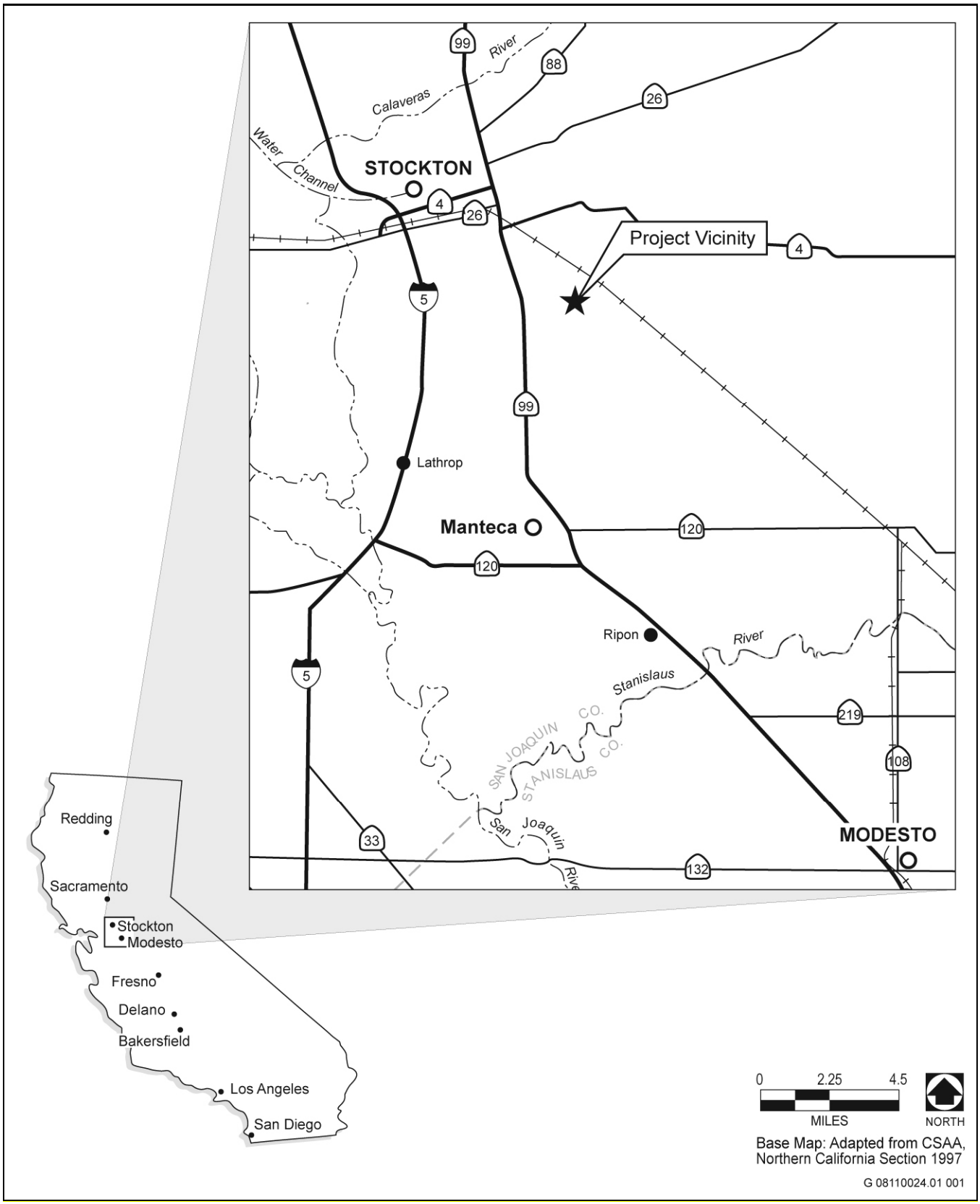
CEQA Requirement: This Notice of Preparation is intended to satisfy the requirements of the California Environmental Quality Act, (CEQA), (Public Resources code, Division 13, Section 21000–21177), and the State CEQA Guidelines (California Code of Regulations, Title 14, Section 15000–15387).

Potential Permits and Approvals Required:

- CDCR: Overall project approval
- San Joaquin Valley Air Pollution Control District: Authority to construct and permit to operate
- Regional Water Quality Control Board: General construction permit
- Potential City of Stockton annexation of site to provide water services to the site, if needed.
- Local Agency Formation Commission: boundary changes to potentially annex site to City of Stockton for provision of water and wastewater services (annexation is not proposed; see City of Stockton description above)

PROJECT PURPOSE AND NEED

Currently, 74,000 parolees are returned to custody at an expense of approximately $450 million annually. Parole violators are returned to custody for an average of 153 days. Incarceration as the primary punishment for minor parole violations does not appear to discourage new parole violations, does not provide parole violators with the necessary skills to remain in the community, does not reduce the cost to the taxpayer, and does not reduce the risk to public safety for an extended period of time. Both the Governor's office and the Legislature recognize the need for change to more effectively supervise offenders and fulfill the California Department of Corrections and



Source: EDAW 2008

Regional Location **Exhibit 1**

Rehabilitation's (CDCR) commitment to public safety. To specifically authorize the first secure community re-entry facility in California at the former Northern California Women's Facility (NCWF) and correctional officer training academy, Governor Schwarzenegger signed Senate Bill 943 on September 26, 2007, which subsequently became legislation (California Penal Code § 6275). This law authorizes the use of the former NCWF as a reentry facility to house adult male inmates during the last 12 months of their respective sentences prior to parole, and to provide these inmates special programs to better prepare them for return to the community of their last legal residence.

PROJECT BACKGROUND

In February 2008 a Mitigated Negative Declaration (MND) for the proposed project was released for public review. CDCR approved the project in April 2008. At the time the MND was prepared and the project approved, the site was used as a correctional officer training academy.

The California Correctional and Peace Officers Association (CCPOA) challenged the adequacy of the MND. On March 12, 2009, the Superior Court of San Joaquin County found that the environmental analysis was not adequate and ordered CDCR to set aside its approval of the MND and the project. In May 2009, CDCR rescinded and set aside all resolutions, decisions, and orders approving the MND (State Clearinghouse Number 2008021233) for the proposed Northern California Re-Entry Facility.

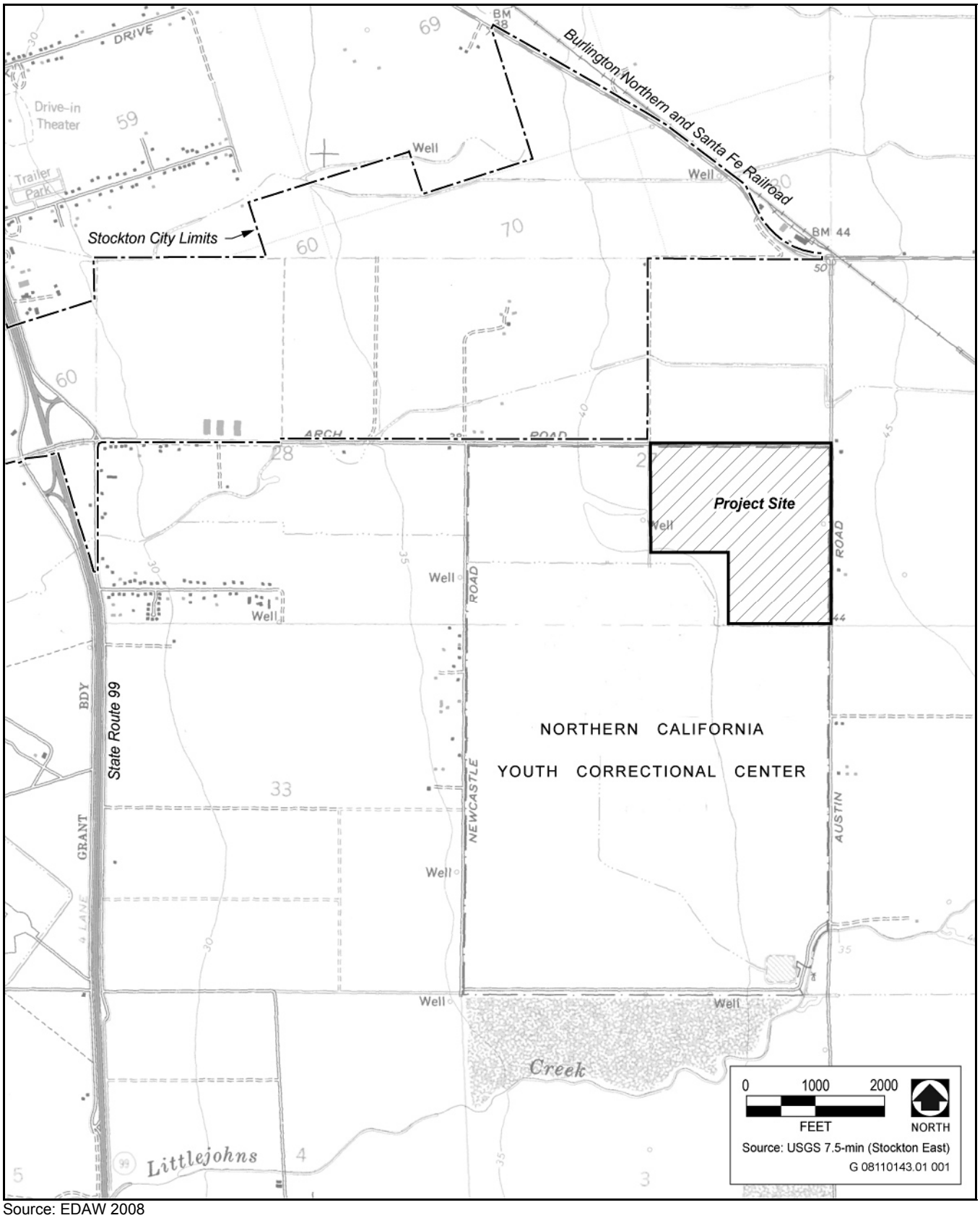
CDCR has decided to respond to the Superior Court's ruling by re-analyzing the potential impacts of the project on the environment in this EIR. The project remains substantially the same as described in the MND. The bed count would remain the same. The project would house up to 500 inmates and employ an estimated 381 staff.

Since the time the MND was released, the correctional training facility has closed and the site is currently not in use. The current condition of the project site and surrounding area (at the time this NOP is released) will comprise the baseline used for the EIR's environmental analysis.

PROJECT LOCATION

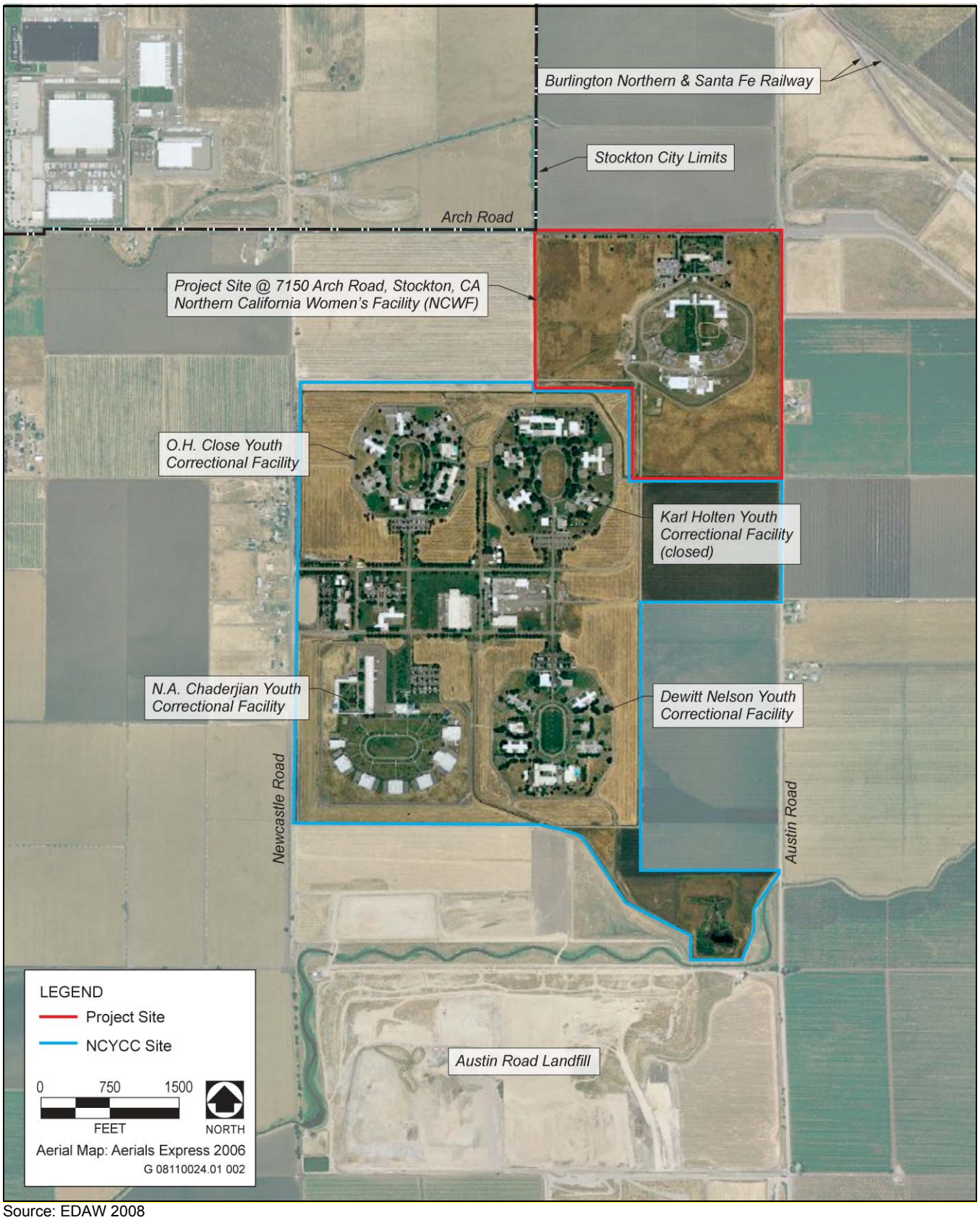
The project site is located on 134-acres of state-owned property (See Exhibit 2) adjacent to the northeast corner of the Northern California Youth Correctional Center (NCYCC). The site is less than two miles east of State Route 99 (SR 99) in unincorporated central San Joaquin County, immediately southeast of the Stockton city limits. It is approximately 6 miles northeast of the cities of Lathrop and Manteca, 21 miles northwest of Modesto, 17 miles northeast of Tracy, and 15 miles south of Lodi. Arch Road provides direct access to the project site and State Route (SR) 99 provides regional access. The site is immediately north of the proposed 1,734-bed California Prison Health Care Facility (CHFC), Stockton project, which is also located on the grounds of the NCYCC.

The project site was originally the Northern California Women's Facility, a secure female inmate prison, which closed in 203. Subsequently, the facility was used as a correctional officer training academy called the Richard A. McGee Correctional Training Center Annex (CTCA), which closed in 2008. The site is currently unused and on-site structures are vacant but maintained. The project site includes a hexagonal two-row exterior perimeter fence (12 feet tall topped with razor ribbon) (See Exhibit 3). The vacant buildings surrounding the former recreation yard include four former housing units, a former food service building and reception building, and a former control/support/ program building. The area south of the former recreation yard includes the former kitchen delivery/service area, plant operations, storage, maintenance, and an abandoned Prison Industry Authority (PIA) facility that previously operated a laundry, warehouse, and program space. There are no guard towers on the project site.



Source: EDAW 2008

Topography Map **Exhibit 2**



Source: EDAW 2008

Site Vicinity Aerial Map **Exhibit 3**

DESCRIPTION OF PROPOSED PROJECT

The proposed conversion would involve construction of a new medical building, as well as renovation of buildings for facility program support services, dining and receiving, family visiting, academic and vocational education, miscellaneous support, and a gymnasium (See Exhibit 4). Existing structures currently contain 400 cells; total inmate capacity would be 500, with 300 single bed units and 100 double-bunked units. Chapter 9.8 of Assembly Bill 900 (Section 6271[a]) sets a limit on re-entry facilities of "up to 500 beds each," therefore, the population of the facility cannot exceed the 500-bed legislative cap.

At the northwest part of the prison site, a new 16,500 square foot medical building would be constructed at a similar scale to the existing buildings. The project would be designed to comply with LEED (Leadership in Energy and Environmental Design Green Building Rating System) standards, with a goal of LEED Silver for the proposed medical facility.

Perimeter security for the proposed NCRF would include a lethal electrified fence installed between the exterior and interior fences of the existing double fence and three armed perimeter guard towers. Other improvements would include the construction, repair, or replacement of the boundary line fencing, roads, parking, outer perimeter landscaping, inmate recreation yard improvements, site grading, site lighting, storm drainage improvements, and extension of utilities to each building. CDCR would also improve the prison's electrical supply and distribution, water and wastewater supply, storage, treatment, and disposal systems, including connection to City of Stockton water supply lines. No new high-mast lighting would be added to the project site.

The City of Stockton would provide municipal water and wastewater service to the project site. NCYCC's garbage truck would transport the project's solid waste to the Forward Landfill.

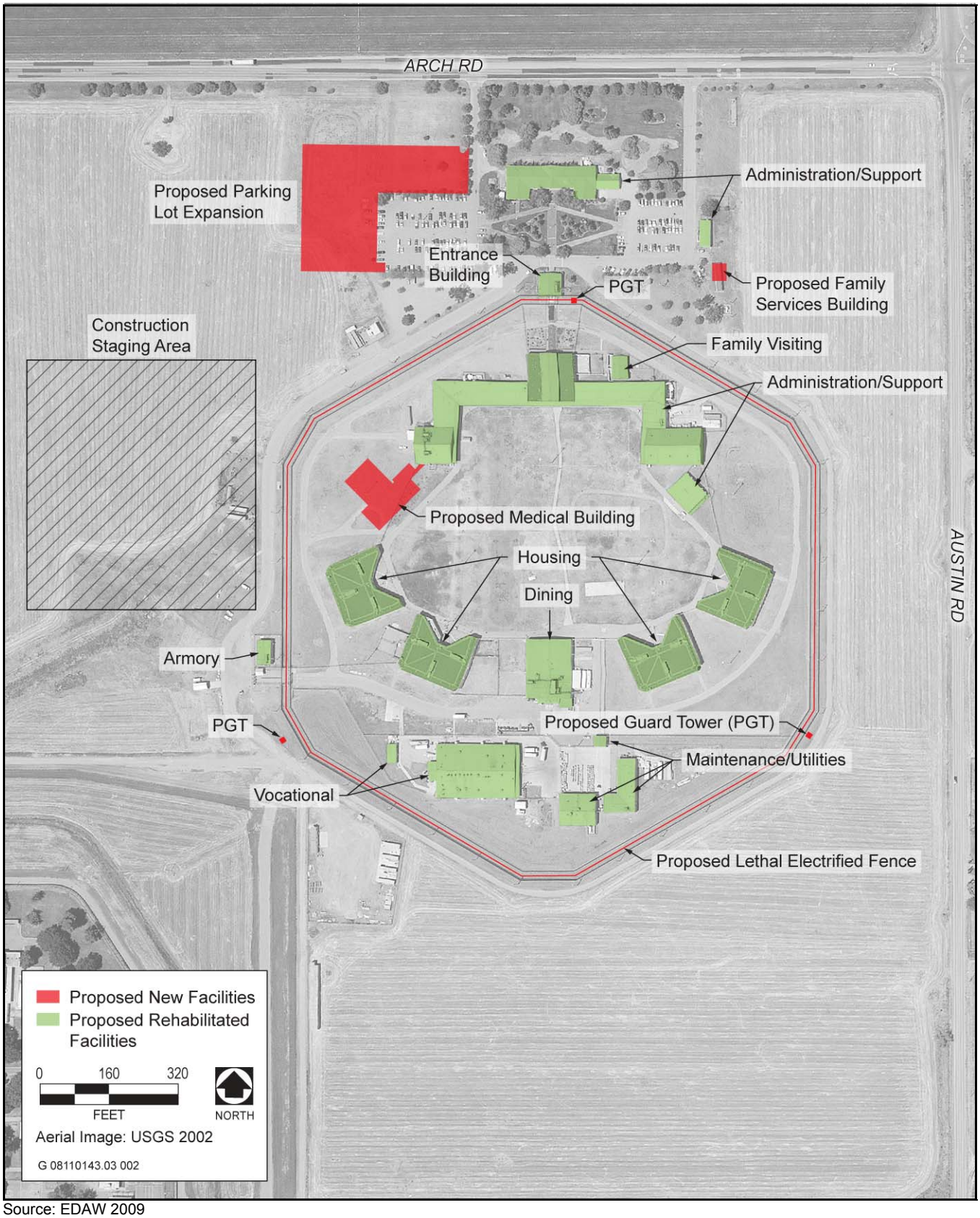
The proposed facilities would operate 24 hours a day, year-round, with three 8-hour shifts (watches). An estimated 381 staff would be employed at the proposed facility and would include correctional officers, administrative, and other types of support staff. Visiting hours would be from 9:00 a.m. to 4:00 p.m., seven days a week, and the average number of daily visitors is estimated to be approximately 100.

Construction of the proposed facilities would begin in Summer 2010, with an estimated completion date of Summer 2012. Construction work shifts would generally be between 6 a.m. and 6 p.m. Monday through Friday. A construction staging area would be located on a roughly 6-acre field west of the existing hexagonal perimeter fence line. Parking for construction workers would be provided in the existing visitor parking lot.

The proposed project would include environmental protection measures related to water quality protection and earthquake resistant design. Water-quality-related protection measures require preparation of a Storm Water Pollution Prevention Plan (SWPPP), as well as additional measures to reduce impacts related to stormwater quality. The protection measures related to earthquake resistant design require preparation of a geotechnical design study and incorporation of its recommendations. The EIR will describe these environmental protection measures in greater detail.

POTENTIAL ENVIRONMENTAL EFFECTS

The EIR will evaluate the probable direct and cumulative environmental impacts associated with construction and implementation of the proposed NCRF project as described below. Mitigation measures will be recommended where appropriate to reduce potentially significant and significant impacts. In order to accurately scope the project's potential environmental impacts, an Initial Study was prepared and included as part of this NOP. Based on the results of the Initial Study, CDCR has determined that the following issues will be analyzed in detail in the EIR:



Source: EDAW 2009

Proposed Site Plan **Exhibit 4**

AIR QUALITY

The EIR will describe regional and local air quality in the vicinity of the project site and evaluate impacts to air quality associated with project construction and operation. The project's estimated air emissions will be compared to emissions thresholds of the San Joaquin Valley Air Pollution Control District. The EIR will also include a discussion of greenhouse gas emissions and the project's contribution to potential cumulative impacts on global climate.

Biological Resources

The proposed project involves grading and site preparation, which could result in potential impacts to foraging habitat of raptor species. Operation of the proposed lethal electrified fence could also result in ongoing individual take of species. The project's potential to adversely affect special status species and their habitat will be analyzed in the EIR.

Cultural Resources

None of the buildings are over 50 years old and so none would be considered historic resources. Although much of the proposed project would be constructed on previously disturbed areas, a portion of the project site consists of disked vacant land. This portion of the site could contain known and/or unknown cultural resources. The project's potential to affect cultural resources will be analyzed in the EIR.

Transportation/Traffic

The EIR will evaluate the project's potential impact on regional and local transportation facilities based on a transportation analysis that will assess both construction-related impacts (heavy truck trips and construction worker trips), as well as operational impacts (employee trips, patient transport, access, and parking). A traffic study will be prepared for the project in consultation with the City of Stockton, San Joaquin County, and Caltrans.

Water Supply and Distribution

The EIR will evaluate the project's water demand and the City of Stockton's near and long-term availability of water to supply the proposed project. This section will also evaluate whether water infrastructure in the area, in addition to existing and proposed water facilities, would be adequate to provide appropriate water service to the site.

Growth Inducement

The EIR will evaluate the project's potential for growth inducement resulting from expansion or extension of infrastructure improvements, as well as new demand for housing, and goods and services. The effect of primary and secondary increases in employment and economic activity will be discussed.

Cumulative Impacts

The EIR will discuss the incremental contribution of the project to cumulative effects of other past, current, and planned and reasonably foreseeable projects in the vicinity.

ALTERNATIVES TO BE EVALUATED IN THE EIR

In accordance with the CEQA Guidelines Section 15126.6, the EIR will describe a reasonable range of alternatives to the proposed project that are capable of meeting most of the project's objectives, but would avoid or substantially lessen any of the significant effects of the project. The EIR will also identify any alternatives that

were considered but rejected by the lead agency as infeasible and briefly explain the reasons why. The EIR will also provide an analysis of the No Project Alternative.

OPPORTUNITY FOR PUBLIC COMMENT

Interested individuals, groups, and agencies may provide CDCR with written comments on topics to be addressed in the EIR for the project. Because of time limits mandated by State law, comments should be provided no later than 5 p.m. on **October 19, 2009**.

Agencies that will need to use the EIR when considering permits or other approvals for the proposed project should provide CDCR with the name of a staff contact person. Please send all comments to:

Roxanne Henriquez, Senior Environmental Planner
California Department of Corrections and Rehabilitation
Office of Facilities Planning, Construction, and Management
Environmental Planning Section
9838 Old Placerville Road, Suite B
Sacramento, CA 95827

Email: roxanne.henriquez@cdcr.ca.gov

INITIAL STUDY

This section presents the Initial Study that was prepared by CDCR for the proposed NCRF project in San Joaquin County, California. This Initial Study evaluates the potential environmental effects of the proposed project and has been prepared in accordance with the California Environmental Quality Act (CEQA) (Public Resources Code Section 2100 et seq.) and the State CEQA Guidelines (14 California Code of Regulations [CCR] Section 15000 et seq).

An Initial Study is prepared by a lead agency to determine if a project may have a significant effect on the environment. In accordance with State CEQA Guidelines Section 15064(a), an Environmental Impact Report (EIR) must be prepared if there is substantial evidence that a project may have a significant effect on the environment. This Initial Study was prepared to evaluate CDCR's NCRF project and presents responses to environmental checklist items under each environmental resource topic. All responses take into account the whole of the action involved, including direct and indirect effects of project implementation and construction and operation of project facilities.

Although the Initial Study concluded that impacts would either be less-than-significant or could be reduced to a less-than-significant level, CDCR concluded that the project may nevertheless have the potential to result in significant impacts, especially in light of cumulative impacts in conjunction with potential construction of the California Prison Health Care Receivership Corporation's (CPR) proposed health care facility at the NCYCC, and determined that an EIR was necessary. Because CDCR has already elected to prepare an EIR, the Initial Study does not include a detailed discussion for those impacts identified as potentially significant or less than significant with mitigation. The Initial Study environmental checklist responses indicate those impacts will be addressed in detail in the EIR.

ENVIRONMENTAL CHECKLIST

PROJECT INFORMATION		
1.	Project Title:	Northern California Re-Entry Facility, Stockton
2.	Lead Agency Name and Address:	California Department of Corrections and Rehabilitation 9838 Old Placerville Road, Suite B, Sacramento, CA 95827
3.	Contact Person and Phone Number:	Roxanne Henriquez, Environmental Planning Section, (916) 255-3010
4.	Project Location:	7150 Arch Road, Stockton, CA 95213-9006
5.	Project Sponsor's Name and Address:	California Department of Corrections and Rehabilitation 9838 Old Placerville Road, Suite B, Sacramento, CA 95827
6.	General Plan Designation:	Community Facilities
7.	Zoning:	Community Facilities
8.	Description of Project:	See "Description of the Proposed Project" in the NOP
9.	Surrounding Land Uses and Setting:	See "Project Location" in the NOP
10:	Other public agencies whose approval is required: (e.g., permits, financing approval, or participation agreement)	Central Valley Regional Water Quality Control Board (National Pollutant Discharge Elimination System permit for construction); San Joaquin Valley Unified Air Pollution Control District; Potential City of Stockton annexation of site, if needed, to provide water service Potential Local Agency Formation Commission boundary changes to annex site to City of Stockton, if needed.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

☐	Aesthetics	☐	Agriculture Resources	☒	Air Quality
☒	Biological Resources	☒	Cultural Resources	☐	Geology / Soils
☐	Hazards & Hazardous Materials	☐	Hydrology / Water Quality	☒	Land Use / Planning
☐	Mineral Resources	☐	Noise	☐	Population / Housing
☐	Public Services	☐	Recreation	☒	Transportation / Traffic
☒	Utilities / Service Systems	☐	Mandatory Findings of Significance	☐	None with Mitigation

DETERMINATION (To be completed by the Lead Agency)

On the basis of this initial evaluation:

I find that the proposed project **COULD NOT** have a significant effect on the environment, and a **NEGATIVE DECLARATION** will be prepared. ☐

I find that although the proposed project COULD have a significant effect on the environment, there WILL NOT be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A **MITIGATED NEGATIVE DECLARATION** will be prepared. ☐

I find that the proposed project **MAY** have a significant effect on the environment, and an **ENVIRONMENTAL IMPACT REPORT** is required. ☒

I find that the proposed project **MAY** have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An **ENVIRONMENTAL IMPACT REPORT** is required, but it must analyze only the effects that remain to be addressed. ☐

I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier **EIR** or **NEGATIVE DECLARATION** pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier **EIR** or **NEGATIVE DECLARATION**, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required. ☐

Nancy A MacKenzie	September 17, 2009
Signature	Date
Nancy MacKenzie	Chief, Environmental Planning Section
Printed Name	Title
California Department of Corrections and Rehabilitation	
Agency	

EVALUATION OF ENVIRONMENTAL IMPACTS

1. A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).

2. All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.

3. Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.

4. "Negative Declaration: Less Than Significant with Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less-Than-Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less-than-significant level (mitigation measures from "Earlier Analyses," as described in (5) below, may be cross-referenced).

5. Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:

   a) Earlier Analysis Used. Identify and state where they are available for review.

   b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.

   c) Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

6. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.

7. Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.

8. This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.

9. The explanation of each issue should identify:
   the significance criteria or threshold, if any, used to evaluate each question; and
   the mitigation measure identified, if any, to reduce the impact to less than significance.

AESTHETICS

	ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
I.	**Aesthetics. Would the project:**				
	a) Have a substantial adverse effect on a scenic vista?	☐	☐	☒	☐
	b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☒
	c) Substantially degrade the existing visual character or quality of the site and its surroundings?	☐	☐	☒	☐
	d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☒	☐

ENVIRONMENTAL SETTING

The project site is immediately southeast of the City of Stockton in central San Joaquin County. The cities of Lathrop and Manteca are 6 miles to the southwest, Modesto is 21 miles to the southeast, Tracy is 17 miles to the southwest, and Lodi is 15 miles to the north. The project site is in the northern portion of the San Joaquin Valley, which is predominantly characterized by relatively flat open farmland interspersed with rivers and other tributaries, combined with industrial/warehouse uses and low-density residential farmsteads throughout the region. This is the predominant surrounding character other than the higher-density development of the surrounding cities listed above. More than half a mile northeast of the project site is the Burlington Northern and Santa Fe Railroad running northwest to southeast. More than a mile south of the project site is the Austin Road Landfill. Immediately southwest of the project site is the 518-acre Northern California Youth Correctional Center (NCYCC). More than 2 miles west of the project site is the Stockton Metropolitan Airport, with a buffer of farmland surrounding the runway. Views northwest of the project site toward the City of Stockton are primarily of industrial structures, including those more than a mile west of the project site on Arch Road, with some interspersed low-density residential farmsteads.

In the roughly half-mile vicinity of the project site, foreground views encompass a rural single-family residence located across Austin Road approximately 500 feet east of the existing fence line of the former NCWF/CTCA facility. The nearest NCYCC fence line is more than 600 feet southwest of the NCWF/CTCA fence line, with farmland and roads surrounding the site in all other directions. Arch Road provides the primary access to the site with access to SR 99 less than 2 miles to the west.

One guard tower would be constructed immediately east of the existing entrance building and north of the existing perimeter security fence line. This tower would be visible above the existing trees immediately north of the tower, from Arch Road to the north and Austin Road to the east.

A second guard tower would be constructed outside the southwest corner of the existing perimeter security fence line. This tower would be visible from Arch Road and Austin Road, but it would be approximately more than a third of a mile away from each of these public viewpoints.

A third guard tower would be constructed outside the southeast corner of the existing perimeter security fence line. This tower would be publicly visible from Austin Road, which would be approximately 200 feet away.

There are no officially designated state scenic highways in the project vicinity and neither San Joaquin County nor the City of Stockton has specifically identified any scenic vistas in the project vicinity. San Joaquin County does have a five mile length of Austin Road, a ten mile length of River Road, and a fourteen mile length of Interstate 5 designated as scenic corridors. However, they are no closer than nine, ten, and seven miles away from the project site, respectively.

The existing visual character of the project site is primarily distinguished by the low visual quality of more than a dozen institutional structures within the hexagonal fence line on the project site. The project site's surroundings are characterized primarily by rural farmland, which some may consider somewhat scenic like the five mile length of Austin Road to the south. However, the nearby railroad, landfill, airport, the correctional youth facilities immediately southwest, and industrial buildings to the northwest all combine to lower the overall scenic quality of the surrounding area around the project site.

New high mast lighting is not included in the proposed project.

DISCUSSION

a) Have a substantial adverse effect on a scenic vista?

The project area is in a region characterized as predominantly farmland with some industrial uses; there are no designated or unique scenic vistas of the site or surrounding area.

All proposed structures would be visually similar to the facilities currently located at the project site. The visual change will be slight, with additional buildings located in the same area as existing buildings of similar appearance, plus moderately high guard towers. A proposed medical building would be visible through the double perimeter security fence from Arch Road. The proposed medical building would be approximately 35 feet in height, which would be similar in size and design to many of the existing buildings on site. Other improvements would include addition of a lethal electrified fence in the center of the existing double perimeter security fence, construction, repair, or replacement of security fencing, boundary line fencing, roads, parking, inmate recreation yard improvements, site grading, site lighting, storm drainage improvements, and extension of utilities to each building. A water tank that would hold approximately 400,000 gallons would also be placed on either the NCYCC or NCRF site near other existing, similar water tanks. However, none of these improvements would have a substantial adverse effect on a scenic vista because there are no scenic vistas in the project area, and the changes would be only slightly noticeable to those passing by the site. The three proposed guard towers would be most visible to passing motorists and other people approaching and entering the site. However, those views would be against the backdrop of the existing prison facility.

During construction, equipment such as backhoes, front-end loaders, dump trucks, concrete trucks and pumpers, forklifts, and cranes would likely be visible for more than a year and a half by passing motorists and visitors to the site. However, because of the temporary nature of this construction, and because vistas in the area are not considered scenic, visual impacts from this construction equipment in the proposed project are considered **less than significant**.

b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

The project site is not located on or near an officially state-designated scenic highway (California Department of Transportation [Caltrans] 2007). Therefore, no impacts to scenic resources within a state scenic highway would occur from development of the proposed project.

c) Substantially degrade the existing visual character or quality of the site and its surroundings?

As discussed in a) above, the project site would be developed with a building and facilities that would be architecturally consistent with existing on-site institutional development. Construction activities would be temporary. Therefore, the proposed project would not substantially change the character of the site or its surroundings, and the impact would be **less than significant**.

d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

The proposed project would not require any new substantial lighting sources such as high-mast lighting currently used on the site. Existing high-mast lights may be relocated within the project area to accommodate the proposed buildings and facilities. An additional parking lot and low-level building lights would be added. Because the proposed structures would be within the existing perimeter security fence line and because the proposed structures represent a relatively small increase to the existing structures, glare for passing viewers would be minimal. Dedicated lighting specific to the proposed buildings may represent a slight increase in the overall light levels on the project site; however, relative to the existing overall light levels, impacts from light and glare as the result of constructing the proposed project are considered **less than significant**.

AGRICULTURAL RESOURCES

	ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
II.	**Agricultural Resources.**				
	In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997, as updated) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland.				
	Would the project:				
	a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
	b) Conflict with existing zoning for agricultural use or a Williamson Act contract?	☐	☐	☐	☒
	c) Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland to non-agricultural use?	☐	☐	☐	☒

ENVIRONMENTAL SETTING

The 134-acre state-owned project site was converted from farmland to prison land uses in 1987. The proposed project site has been graded and is not used for agriculture. The project site is currently characterized by institutional prison facilities including housing units, a recreation yard for inmates, associated maintenance and administration buildings, and open land. The proposed project would involve a construction staging area on approximately six acres of tilled soil. However, this use would be temporary. Proposed buildings would be located on graded land within the existing security fence line perimeter.

Farmlands are mapped by the State of California Department of Conservation under the Farmland Mapping and Monitoring Program (FMMP). The FMMP was created by the State of California to provide data in farmland quality for use by decision makers in considering possible conversion of agricultural lands. Under the FMMP, land is delineated into the following eight categories: Prime Farmland, Farmland of Statewide Importance, Unique Farmland, Farmland of Local Importance, Grazing Land, Urban or Built-Up Land, other Land, and Water. Mapping is conducted on a county-wide scale, with minimum mapping units of 10 acres unless otherwise specified. The site was classified Prime Farmland and Farmland of Statewide Importance prior to conversion to a State prison (U.S. Department of Agriculture Natural Resource Conservation Service 2007 and California Department of Conservation 2005). However, because the site has been developed and used for various corrections-related uses, it is no longer considered Prime Farmland or Farmland of Statewide Importance.

DISCUSSION

a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

Proposed structures and other facilities would be located on bare, graded land at the former prison facility. The site is not used for agricultural production. The proposed project would not result in conversion of farmland. Therefore, there would be **no impact**.

b) Conflict with existing zoning for agricultural use or a Williamson Act contract?

The project site is designated Public in the *San Joaquin County General Plan* and is not under Williamson Act protection. Therefore, **no impact** would occur.

c) Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland to non-agricultural use?

Implementation of the proposed project would not result in conversion of farmland, and there are no project elements that would otherwise affect on-site agricultural lands. Therefore, **no impact** would occur.

AIR QUALITY

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
III. Air Quality.				
Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied on to make the following determinations.				
Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☒	☐	☐	☐
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	☒	☐	☐	☐
d) Expose sensitive receptors to substantial pollutant concentrations?	☒	☐	☐	☐
e) Create objectionable odors affecting a substantial number of people?	☐	☐	☐	☒

ENVIRONMENTAL SETTING

The project site is located in San Joaquin County, which lies within the San Joaquin Valley Air Basin (Basin). Air quality in the Basin is regulated by the U.S. Environmental Protection Agency (USEPA), California Air Resources Board (ARB), and the San Joaquin Valley Air Pollution Control District (SJVAPCD). Each of these agencies develops rules, regulations, policies, and/or goals to comply with applicable legislation. The state and federal agencies have set ambient air quality standards for certain air pollutants to protect the public health and welfare. National Ambient Air Quality Standards (NAAQS) have been established for the following pollutants, identified as criteria pollutants: carbon monoxide (CO), ozone (O_3), sulfur dioxide (SO_2), nitrogen dioxide (NO_2), inhalable particulate matter (PM_{10}), fine particulate matter ($PM_{2.5}$), and lead (Pb). The California Ambient Air Quality Standards (CAAQS) for these criteria pollutants are the same or are more stringent than the corresponding federal standards. The CAAQS also includes standards for sulfates, hydrogen sulfide, and visibility.

Concentrations of criteria air pollutants are measured at several monitoring stations in the SJVAB. The closest station to the project site is the Stockton–Hazelton Street station. All these monitoring stations are located on the valley floor and thus are at elevations similar to that of the project site.

Both ARB and EPA use the monitoring data from these stations to designate areas according to attainment status for criteria air pollutants. The purpose of these designations is to identify areas with air quality problems and thereby initiate planning efforts for improvement. The three basic designation categories are nonattainment,

attainment, and unclassified. The "unclassified" designation is used in areas that cannot be classified on the basis of available information as meeting or not meeting the standards.

If an area has not achieved the NAAQS or CAAQS for any criteria pollutant, the USEPA and ARB classifies it as a nonattainment area for the respective criteria pollutant. A nonattainment area is then required to have an air quality plan to attain and maintain the required standards. San Joaquin County is designated as a federal and state nonattainment area for O_3, PM_{10}, and $PM_{2.5}$ and as an attainment area for all other pollutants. In addition, the California designations include a subcategory of the nonattainment designation, called "nonattainment-transitional." This designation is given to nonattainment areas that are progressing and nearing attainment. The most current attainment designations for the San Joaquin County portion of the SJVAB for each criteria air pollutant are shown in Table 1. On September 25, 2008, EPA redesignated the SJVAB to attainment for the national PM_{10} standard and approved the PM_{10} maintenance plan (SJVAPCD 2008b).

Table 1
Ambient Air Quality Standards and Designations for San Joaquin County

Pollutant	Averaging Time	California		National Standards [a]		
		Standards [b,c]	Attainment Status [d]	Primary [c,e]	Secondary [c,f]	Attainment Status [g]
Ozone	1-hour	0.09 ppm (180 μg/m^3)	N (Severe)	–	Same as Primary Standard	–
	8-hour	0.070 ppm	–	0.075 ppm (147 μg/m^3)		N(Serious) [h]
Carbon Monoxide (CO)	1-hour	20 ppm (23 mg/m^3)	A	35 ppm (40 mg/m^3)	–	U/A
	8-hour	9 ppm (10 mg/m^3)		9 ppm (10 mg/m^3)		
	8-hour (Lake Tahoe)	6 ppm (7 mg/m^3)	–	–	–	–
Nitrogen Dioxide (NO_2)	Annual Arithmetic Mean	0.030 ppm (57 μg/m^3)	–	0.053 ppm (100 μg/m^3)	Same as Primary Standard	U/A
	1-hour	0.18 ppm (339 μg/m^3)	A	–		–
Sulfur Dioxide (SO_2)	Annual Arithmetic Mean	–	–	0.030 ppm (80 μg/m^3)	–	U
	24-hour	0.04 ppm (105 μg/m^3)	A	0.14 ppm (365 μg/m^3)	–	
	3-hour	–	–	–	0.5 ppm (1,300 μg/m^3)	
	1-hour	0.25 ppm (655 μg/m^3)	A	–	–	–
Respirable Particulate Matter (PM_{10})	Annual Arithmetic Mean	20 μg/m^3	N	50 μg/m^3	Same as Primary Standard	A [i]
	24-hour	50 μg/m^3		150 μg/m^3		
Fine Particulate Matter ($PM_{2.5}$)	Annual Arithmetic Mean	12 μg/m^3	N	15 μg/m^3	Same as Primary Standard	N [j]
	24-hour	–	–	35 μg/m^3		
Lead [k]	30-day Average	1.5 μg/m^3	A	–	–	–
	Calendar Quarter	–	–	1.5 μg/m^3	Same as Primary Standard	A

Table 1
Ambient Air Quality Standards and Designations for San Joaquin County

Pollutant	Averaging Time	California		National Standards [a]		
		Standards [b,c]	Attainment Status [d]	Primary [c,e]	Secondary [c,f]	Attainment Status [g]
Sulfates	24-hour	25 μg/m^3	A	No National Standards		
Hydrogen Sulfide	1-hour	0.03 ppm (42 μg/m^3)	U			
Vinyl Chloride [9]	24-hour	0.01 ppm (26 μg/m^3)	U/A			
Visibility-Reducing Particle Matter	8-hour	Extinction coefficient of 0.23 per kilometer — visibility of 10 miles or more	U			

Notes:
μg/m^3 = micrograms per cubic meter; mg/m^3 = milligrams per cubic meter; ppm = parts per million;

[a] National standards (other than ozone, particulate matter, and those based on annual averages or annual arithmetic means) are not to be exceeded more than once a year. The ozone standard is attained when the fourth highest 8-hour concentration in a year, averaged over 3 years, is equal to or less than the standard. The PM_{10} 24-hour standard is attained when 99% of the daily concentrations, averaged over 3 years, are equal to or less than the standard. The $PM_{2.5}$ 24-hour standard is attained when 98% of the daily concentrations, averaged over 3 years, are equal to or less than the standard. Contact the U.S. Environmental Protection Agency (EPA) for further clarification and current federal policies.

[b] California standards for ozone, CO (except Lake Tahoe), SO_2 (1- and 24-hour), NO_2, particulate matter, and visibility-reducing particles are values that are not to be exceeded. All others are not to be equaled or exceeded. California ambient air quality standards are listed in the Table of Standards in Section 70200 of Title 17 of the California Code of Regulations.

[c] Concentration expressed first in units in which it was promulgated (i.e., parts per million [ppm] or micrograms per cubic meter [μg/m^3]). Equivalent units given in parentheses are based upon a reference temperature of 25 degrees Celsius (°C) and a reference pressure of 760 torr. Most measurements of air quality are to be corrected to a reference temperature of 25°C and a reference pressure of 760 torr; ppm in this table refers to ppm by volume, or micromoles of pollutant per mole of gas.

[d] Unclassified (U): The data are incomplete and do not support a designation of attainment or nonattainment.
Attainment (A): The state standard for that pollutant was not violated at any site in the area during a 3-year period.
Nonattainment (N): There was a least one violation of a state standard for that pollutant in the area.
Nonattainment/Transitional (NT): A subcategory of the nonattainment designation. The area is close to attaining the standard for that pollutant.

[e] National Primary Standards: The levels of air quality necessary, with an adequate margin of safety, to protect the public health.

[f] National Secondary Standards: The levels of air quality necessary to protect the public welfare from any known or anticipated adverse effects of a pollutant.

[g] Nonattainment (N): Any area that does not meet (or that contributes to ambient air quality in a nearby area that does not meet) the national primary or secondary ambient air quality standard for the pollutant.
Attainment (A): Any area that meets the national primary or secondary ambient air quality standard for the pollutant.
Unclassifiable (U): Any area that cannot be classified on the basis of available information as meeting or not meeting the national primary or secondary ambient air quality standard for the pollutant.

[h] On April 30, 2007, the Governing Board of the San Joaquin Valley Air Pollution Control District (SJVAPCD) voted to ask EPA to reclassify the San Joaquin Valley Air Basin (SJVAB) as extreme nonattainment for the federal 8-hour ozone standards. The California Air Resources Board approved this request on June 14, 2007. This request must be forwarded to EPA by the California Air Resources Board and would become effective upon EPA final rulemaking after a notice and comment process; it is not yet in effect.

[i] On September 25, 2008, EPA redesignated the SJVAB to attainment and approved the PM_{10} maintenance plan.

[j] The SJVAB is designated nonattainment for the 1997 national $PM_{2.5}$ standards. EPA designations for the 2006 $PM_{2.5}$ standards will be finalized in December 2009. SJVAPCD has determined, as of the 2004–2006 $PM_{2.5}$ data, that the SJVAB has attained the 1997 24-hour $PM_{2.5}$ standard.

[k] ARB has identified lead and vinyl chloride as toxic air contaminants with no threshold of exposure for adverse health effects determined. These actions allow for the implementation of control measures at levels below the ambient concentrations specified for these pollutants.

Sources: SJVAPCD 2008b; ARB 2008c, 2008d; EPA 2008c

The SJVAPCD prepares and submits air quality attainment plans (AQAPs) in compliance with the requirements set forth in the federal Clean Air Act and the California Clean Air Act. AQAPs and reports present comprehensive strategies to reduce O_3 precursor pollutant and PM_{10} emissions from stationary, area, mobile, and indirect sources.

Local air quality at the project site is influenced by the surrounding agricultural operations and the winds. When the soil is being worked in adjacent fields and the wind is blowing toward the prison, dust may become a nuisance. There are not typically impacts from smoke or unpleasant odors.

According to San Joaquin County's emissions inventory, mobile sources are the largest contributor to the estimated annual average levels of ROG, CO, and NO_X, accounting for approximately 56%, 89%, and 83%, respectively, of the total emissions. Areawide sources account for approximately 79% and 54% of the county's PM_{10} and $PM_{2.5}$ emissions, respectively. Stationary sources generate 78% of the county's emissions of oxides of sulfur (SO_X) (ARB 2008e).

DISCUSSION

a) Conflict with or obstruct implementation of the applicable air quality plan?

The project site is located in San Joaquin County, in the San Joaquin Valley Air Basin, which is currently designated as a nonattainment area for federal O_3 and $PM_{2.5}$ standards and State O_3, PM_{10}, and $PM_{2.5}$ standards. The SJVAPCD has developed AQAPs and prepares associated triennial updates. AQAPs present comprehensive strategies to reduce reactive organic gases (ROG), oxides of nitrogen (NO_X), PM_{10}, and $PM_{2.5}$ emissions from stationary, area, mobile, and indirect sources. ROG and NO_X are the principal precursor pollutants that cause the formation of O_3, the nonattainment pollutant commonly known as smog. Such strategies include the adoption of rules and regulations; enhancement of California Environmental Quality Act (CEQA) participation; implementation of a new and modified indirect source review program; adoption of local air quality plans; and stationary, mobile, and indirect-source control measures.

The proposed project would result in construction of support services within the boundaries of the former correctional facility. SJVAPCD uses local long-range planning documents (such as the City of Stockton General Plan) as the basis to demonstrate attainment in air quality plans. The proposed project is consistent with the existing land use designation in the City of Stockton General Plan and therefore would not conflict with or obstruct implementation of the applicable air quality plan. This impact is expected to be **less than significant**, and will not be analyzed in the EIR.

b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?

CONSTRUCTION EMISSIONS

Construction emissions are described as "short-term" or temporary in duration. Project-related excavation and grading would generate fugitive dust, including PM_{10}. Fugitive dust emissions are primarily associated with site preparation and vary as a function of such parameters as soil silt content, soil moisture, wind speed, acreage of disturbance area, and miles traveled by construction vehicles on- and off-site. Operation of diesel-engine construction equipment on-site, hauling of exported and imported soils and materials to and from the site, and construction crew traffic would generate emissions of ROG, NO_X, CO, PM_{10}, and $PM_{2.5}$.

Construction of the new support facilities would include foundation construction and installation of walls, roof, and interior finish. Site finishing would include utility connection, landscaping, and paving. Additional excavation, grading and materials handling would be required for improvement of the parking lot and recreation area and miscellaneous tasks, such as the relocation of lighting.

Construction air quality impacts also occur from the emission of construction equipment engine exhaust, which contains ozone precursors ROG and NO_X, as well as CO, PM_{10}, and $PM_{2.5}$. The SJVAPCD indicates that only "very large" construction projects have the potential to exceed annual thresholds for ROG and NO_X emissions (SJVAPCD 2002). The proposed project is not a "very large" project, as further discussed in the Operational Emissions section below. Mitigation measures may be necessary to reduce these effects to a less-than-significant level. Estimated construction emissions will be analyzed and discussed in the EIR.

OPERATIONAL EMISSIONS

The SJVAPCD has established a three-tiered approach to determining significance related to a project's quantified ozone precursor emissions. Each tier or level requires a different degree of complexity of emissions calculation and modeling to determine air quality significance. The SJVAPCD pre-calculated the emissions on a large number and types of projects to identify the level at which they have no possibility of exceeding the significant emissions thresholds for ROG and NO_X. The GAMAQI provides this information in terms of vehicle trips required to exceed an initial project size threshold for five general land use categories. Projects falling under these size thresholds qualify for what the SJVAPCD refers to as the Small Project Analysis Level (SPAL).

No quantification of ozone precursor emissions is needed for projects less than or equal to the sizes listed. Small institutional projects (as defined by the SPAL) are those that generate fewer than 1,707 vehicle trips per day on average. Construction and operational emissions are **potentially significant** and will be further discussed and analyzed in the EIR.

c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?

San Joaquin County is currently designated as a non-attainment area for the federal O_3 and $PM_{2.5.}$ standards and State O_3, PM_{10}, and $PM_{2.5}$ standards.

The proposed project would result in temporary increases in O_3 precursor pollutants during construction and minor increases in criteria pollutants during operation that, in and of itself may not be considered substantial. However, the project's contribution to cumulative air quality impacts need further analysis and is considered **potentially significant**. This impact will be analyzed further in the EIR.

d) Expose sensitive receptors to substantial pollutant concentrations?

Sensitive receptors at the project site include inmates and staff. Off-site, the nearest receptors are a rural single-family residence located across Austin Road approximately 500 feet east of the existing fence line of the former NCWF/CTCA facility and the CDCR O.H. Close Youth Correctional Facility (in the NCYCC complex), approximately 2,000 feet southwest of the project site. The pollutants of concern that would impact sensitive receptors in the project area would be particulates, specifically PM_{10} and $PM_{2.5}$ contained in fugitive dust, and diesel particulate matter (diesel PM).

Project construction would result in short-term diesel exhaust emissions from on-site heavy duty equipment. Particulate exhaust emissions from diesel-fueled engines were identified as a toxic air contaminant (TAC) by the ARB in 1998. Construction of the project would result in generation of diesel PM emissions from the use of off-road diesel equipment required for site grading and excavation, and other construction activities. The dose to which receptors are exposed (a function of concentration and duration of exposure) is the primary factor used to determine health risk (i.e., potential exposure to TAC emission levels that exceed applicable standards). Dose is positively correlated with time, meaning that a longer exposure period would result in a higher exposure level for

the maximally exposed individual. Thus, the risks estimated for a maximally exposed individual are higher if a fixed exposure occurs over a longer period of time.

Construction and operational emissions and their potential impacts to sensitive receptors are considered **potentially significant** and will be analyzed in the EIR.

e) Create objectionable odors affecting a substantial number of people?

Development of the proposed facility would not result in the generation of permanent or long-term objectionable odors. Odors associated with the intermittent operation of diesel-powered equipment and paint and coatings may be detected by inmates and staff during construction. However, at present, there are no sensitive receptors near enough to the facility to be affected by odors. Therefore, there is anticipated to be **no impact**. This issue will not be analyzed further in the EIR.

BIOLOGICAL RESOURCES

	ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
IV.	**Biological Resources. Would the project:**				
	a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or the U.S. Fish and Wildlife Service?	☒	☐	☐	☐
	b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations or by the California Department of Fish and Game or the U.S. Fish and Wildlife Service?	☐	☐	☐	☒
	c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒
	d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☒	☐
	e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	☒
	f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☒	☐	☐	☐

ENVIRONMENTAL SETTING

The project site has been completely altered by prior development of the project site and adjacent NCYCC property and by ongoing activities at the training facility. The site does not currently support any natural habitat. Habitat types that occur in the vicinity of the proposed project area include landscaped areas around the parking lots and administrative buildings north of the facilities within the perimeter security fence and agricultural fields surrounding the fenced facility. The landscaped grounds and agricultural fields provide limited vegetation and wildlife habitat value.

Project construction would be limited to disturbed and developed areas within the fenced facility and in limited areas on disturbed land or on disced agricultural fields outside the fenced facility for three guard towers, a new booster pump station, and hydropneumatic tank on the NCRF site; and the above ground water storage tank on either the NCRF or NCYCC site. Water lines and, if needed, upgraded sewer lines would be constructed within

currently disturbed areas and within paved rights of way. Proposed project structures would be located in previously graded areas. The construction staging area would be sited on a portion of the agricultural field just west of the fenced facility and south of the parking lot. This field is disced multiple times a year to keep weeds down as a result of the staging area.

The proposed project includes a lethal electrified fence, which conducts a lethal level of electricity to any human or smaller animal that comes into contact with the fence. Typical operation of the Department's lethal electrified fence at other prison facilities results in occasional take of species (mostly birds and small mammals).

DISCUSSION

a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or the U.S. Fish and Wildlife Service?

Burrowing owl, Swainson's hawk, white-tailed kite, and northern harrier could be adversely affected by project activities. Ground squirrel burrows on the edge of the field where the construction staging area is to be located provide suitable habitat for burrowing owls. Construction activity could result in destruction of occupied burrowing owl burrows and could disturb burrowing owls nesting near the project site. Such disturbance could cause nest abandonment and result in loss of active nests. Trees around the existing facilities provide potential nest sites for Swainson's hawk and white-tailed kite, and the staging area provides potentially suitable nesting habitat for northern harrier. All of the raptor species could also utilize the staging area and other adjacent agricultural fields for foraging. Proposed construction activities would not remove any potential nest trees, but construction activities nearby could result in disturbance of nesting pairs, potentially resulting in nest abandonment. Use of the staging area could result in destruction of active northern harrier nests. Use of the staging area would disturb a relatively small amount of potentially suitable raptor foraging habitat, but this disturbance would be temporary in nature.

Furthermore, the operation of the proposed lethal electrified fence could result in on-going take of birds and animals. Potential effects to foraging habitat and nesting raptors, as well as take of individual animals resulting from the proposed lethal electrified fence, would be **potentially significant** and will be analyzed and discussed in the EIR.

b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations or by the California Department of Fish and Game or the U.S. Fish and Wildlife Service?

Riparian habitat and other sensitive natural communities are not found on the proposed project site or construction staging area. Project elements would be located in disturbed and developed areas. No adverse effects to riparian habitat or other sensitive natural communities would result from implementing the proposed project. The project would result in **no impact**, and this issue will not be analyzed further in the EIR.

c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

No wetlands or other sensitive habitats are present on the project site. Project-related construction and operational activities would not result in the removal, fill, or hydrologic interruption of any potential jurisdictional waters of the United States. The project would result in **no impact**, and this issue will not be analyzed further in the EIR.

d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

With the exception of the construction staging area and potentially the proposed water tank to be located on the NCRF or NCYCC site, the proposed project would be constructed and operated in a previously disturbed area of the project site. Surrounding disced fields (including the staging area and potential approximately 400,000 gallon water tank location) provide wildlife habitat, but do not function as wildlife corridors or support nursery sites. The agricultural fields are not considered wildlife corridors because they do not connect areas of undisturbed habitats adjacent to the project site and they are not essential to the movement of native resident or migratory fish or wildlife species. In addition, use of the staging area would be temporary. Therefore, the project would not substantially interfere with wildlife migration or nursery sites and this impact would appear to be **less than significant**. This issue will not be analyzed in the EIR.

e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

The proposed project does not appear to conflict with any local policies or ordinances protecting biological resources on the project site. The project would result in **no impact**. This issue will not be analyzed in the EIR.

f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

The project site is within the area covered by the San Joaquin County Multi-Species Habitat Conservation and Open Space Plan (SJMSCP) (SJCOG 2000), which was developed to avoid, minimize, and mitigate impacts on plant and wildlife habitat resulting from conversion of open space land projected to occur in San Joaquin County between 2001 and 2051. Furthermore, an HCP exists for the Statewide Electrified Fence Project. The project site is included among the list of projects covered under the HCP. Impacts related to conflicts with the SJMSCP and HCP for the Statewide Electrified Fence Project are considered **potentially significant** and will be considered in the EIR.

CULTURAL RESOURCES

	ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
V.	**Cultural Resources. Would the project:**				
	a) Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?	☒	☐	☐	☐
	b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	☒	☐	☐	☐
	c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☒	☐	☐	☐
	d) Disturb any human remains, including those interred outside of formal cemeteries?	☒	☐	☐	☐

ENVIRONMENTAL SETTING

The project site has been the subject of a previous cultural resources study (CDCR 1995). A sparse scatter of historic-era artifacts dating to as early as the late 19th century was noted along a roadway adjacent to the project site. This scatter may represent the remains of a historic period occupation of the general area or it may have been included in fill used in the construction of the road bed. Regardless, this artifact scatter lacks significant historical association and integrity. Consequently, it was determined not eligible for listing on the California Register of Historical Resources and is not considered a historical resource per CEQA Section 15064.5.

DISCUSSION

a) Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?

There are no known historical resources on the project site. Consequently, project construction would not result in significant impacts to historical resources. However, the absence of surface evidence of cultural resources in the project area cannot entirely eliminate the possibility that a buried cultural resource exists. Disturbance of, or damage to, buried resources if present would be a **potentially significant** impact. This issue will be analyzed in the EIR.

b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?

As described in a) above, disturbance of, or damage to buried resources, if present, would be **a potentially significant** impact. This issue will be analyzed in the EIR.

c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

The project site is located in Pleistocene-age alluvial deposits of the Modesto Formation (Wagner, Bortugno, and McJunkin 1991). A search of the U.C. Berkeley Museum of Paleontology (UCMP 2007) indicates that there are no

recorded fossils from the project site. However, there are recorded Pleistocene-age fossils from other locations within the Modesto Formation from numerous locations in the San Joaquin Valley, including Stockton, Tracy, Modesto, Merced, Lathrop, and Manteca.

The value or importance of different fossil groups varies depending on the age and depositional environment of the rock unit that contains the fossils, their rarity, the extent to which they have already been identified and documented, and the ability to recover similar materials under more controlled conditions (such as for a research project). Marine invertebrates are generally common; the fossil record is well developed and well documented, and they would generally not be considered a unique paleontological resource. Identifiable vertebrate marine and terrestrial fossils are generally considered scientifically important because they are relatively rare.

The project site is underlain by Pleistocene-age sediments of the Modesto Formation, which is considered a paleontologically sensitive rock unit under Society of Vertebrate Paleontology (1995) guidelines. Specimens from sediments referable to the Modesto Formation have been reported at other locations throughout the Central Valley (UCMP 2007). The fact that vertebrate fossils have been recovered near the project site and other recorded vertebrate fossil localities have been recorded throughout the San Joaquin Valley, and that all have been in sediments referable to the Modesto Formation, suggests that there is a potential for uncovering additional similar fossil remains during construction-related earthmoving activities at the project site. Therefore, the potential for damage to vertebrate fossils during construction-related activities at the project site would be considered a **potentially significant** impact, and this issue will be analyzed further in the EIR.

d) Disturb any human remains, including those interred outside of formal cemeteries?

No human remains are known to occur on the project site. However, it is possible that unidentified human remains exist on the proposed project site and may be uncovered during project-related ground-disturbing activities. Disturbance of human remains would be a **potentially significant** impact, and this issue will be analyzed in the EIR.

GEOLOGY AND SOILS

	ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
VI.	**Geology and Soils. Would the project:**				
	a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
	i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? (Refer to California Geological Survey Special Publication 42.)	☐	☐	☒	☐
	ii) Strong seismic ground shaking?	☐	☐	☒	☐
	iii) Seismic-related ground failure, including liquefaction?	☐	☐	☐	☒
	iv) Landslides?	☐	☐	☐	☒
	b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
	c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	☐	☐	☒	☐
	d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994, as updated), creating substantial risks to life or property?	☐	☐	☒	☐
	e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☐	☒

ENVIRONMENTAL SETTING

The project site is located at the northern end of the San Joaquin Valley, which is bordered on the east by the granitic complex of the Sierra Nevada and on the west by the folded and faulted sedimentary, volcanic, and metamorphic rocks of the Coast Range. The project site is underlain by the Pleistocene-age Modesto Formation (Wagner, Bortugno, and McJunkin 1991). The NCYCC wells that supply water to the project site tap an upper aquifer that varies from 318 to 505 feet in depth. Based on the driller's logs, it appears that the wells are perforated at depths varying from 130 to 190 feet and at depths of 230 to 345 feet (CDCR 1995).

The project site is of the landscape class "Basin, Basin Rim" composed of three soils types: Jacktone clay 0–2% slopes, Stockton clay 0–2% slopes, and Hollenback silty clay 0–2% slopes (Soil Conservation Service [SCS] 1992). Table 2 provides the soil characteristics of these soil types.

Table 2
Project Site Soil Characteristics

Map Unit[1]	Soil Series Name	Shrink-Swell Potential	Permeability Inches/Hour	Drainage	Runoff Potential	T Erosion Factor[2]	pH	% Clay	Building Site Development Limitations
173	Hollenback silty clay 0–2 percent slopes	High	0.06/0.2	Moderately well drained	Slow	3	6.6–8.4	40–60	Severe limitation for small buildings (flooding and shrink-swell potential) Severe limitation for local roads and streets (low soil strength and shrink-well potential) Severe limitations for shallow excavations (cutbanks cave)
180	Jacktone clay 0–2 percent slopes	High	0.06/0.2	Somewhat poorly drained	Slow	2	6.6–8.4	40–60	Severe limitation for small buildings (flooding and shrink-swell potential) Severe limitation for local roads and streets (low soil strength and shrink-well potential) Severe limitations for shallow excavations (cemented pan and cutbanks cave)
250	Stockton clay 0–2 percent slopes	High	0.06/0.2	Somewhat poorly drained	Slow	3	7.4–8.4	40–55	Severe limitation for small buildings (flooding and shrink-swell potential) Severe limitation for local roads and streets (low soil strength and shrink-well potential) Severe limitations for shallow excavations (cutbanks cave)

[1] Soil map numbers refer to the SCS San Joaquin County soil survey map of the Stockton East quadrangle (1992).
[2] T represents soil loss tolerance, which is defined as the maximum rate of soil erosion (wind and water) without reducing crop production or environmental quality. Values range from 1 to 5 tons of soil loss per acre per year, with 5 representing soils less sensitive to erosion.
Source: Natural Resource Conservation Service 1992

DISCUSSION

a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:

i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? (Refer to California Geological Survey Special Publication 42.)

The Alquist-Priolo Act (Public Resources Code Sections 2621–2630) was passed in 1972 to mitigate the hazard of surface faulting to structures designed for human occupancy. The purpose of the Act is to prevent the construction of buildings used for human occupancy on the surface trace of active faults. Surface ground rupture along faults is generally limited to a linear zone a few yards wide. There are no active or potentially active faults located within the project site or in the project vicinity as mapped under the Alquist-Priolo Earthquake Fault Zone Act (California Department of Conservation 1999). Therefore, the hazard of surface fault rupture is considered **less than significant**.

ii) Strong seismic ground shaking?

The Stockton Fault, located approximately 5 miles north of the project site, is the closest seismic source. The Stockton Fault shows no evidence of displacement during Quaternary time (the last 1.6 million years). The Stockton area is subject to seismic shaking from active and potentially active faults located 30–60 miles west of the City including the Great Valley fault zone, Marsh Creek Fault, Calaveras Fault, Hayward Fault, and the San Andreas Fault (Jennings 1994). Based on its location near active earthquake faults, the project site would be subject to seismic Zone IV.

However, as mentioned in the NOP, CDCR would design the proposed re-entry facility in accordance with the recommendations contained in the geotechnical design report. The new facility would be designed to meet all seismic safety requirements specified in the current version of the California Building Code, seismic Zone IV standards. As a result, strong seismic ground shaking would have a **less-than-significant** impact on the project.

iii) Seismic-related ground failure, including liquefaction?

Liquefaction is a process by which water-saturated materials (including soil, sediment, and certain types of volcanic deposits) lose strength and may fail during strong ground shaking. Liquefaction occurs when granular material is transformed from a solid state into a liquefied state as a consequence of increased pore-water pressure. Liquefaction is most commonly induced by strong ground shaking associated with earthquakes. In some cases, a complete loss of strength occurs and catastrophic ground failure may result. Liquefaction may also happen where only limited strains develop, and ground surface deformations are much less serious.

Factors determining the liquefaction potential are soil type, the level and duration of seismic ground motions, the type and consistency of soils, and the depth to groundwater. Loose sands and peat deposits are susceptible to liquefaction, while clayey silts, silty clays, and clays deposited in fresh water environments are generally stable under the influence of seismic ground shaking.

Because the project site consists of clay soils, the groundwater table is approximately 300 to 500 feet below the ground surface and active seismic sources are a relatively long distance away, the project site would not be subject to liquefaction, and thus there would be **no impact**.

iv) Landslides?

The topography on project site and in the project vicinity is flat. Therefore, **no impact** would occur resulting from landslides.

b) Result in substantial soil erosion or the loss of topsoil?

Construction activities would involve trenching, moving, filling, and temporary stockpiling of soil on the proposed project site. Grading activities would expose site soils to erosion via wind and surface water runoff. As shown in Table 2, project site soils have a moderate erosion potential. As mentioned in the NOP, CDCR has committed to prepare and implement a SWPPP that includes best management practices (BMPs) for erosion and sediment control that would minimize impacts from erosion. Therefore, this impact is considered **less than significant**.

c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?

The SCS identified a severe limitation for shallow excavations in the three mapped on-site soil types because excavation during construction activities could result in collapse, thereby exposing workers to a hazardous situation (SCS 1992). Project site soils are also limited for building and road construction because of low bearing strength and high shrink-swell potential. Expansive soils are evaluated under question d) below. As described above, CDCR would design the building foundations and roadways in accordance with the recommendation in the site-specific geotechnical report. Because design would be based on soil borings that would provide information about site-specific soil stability, and in accordance with site-specific geotechnical design specifications, impacts related to unstable soils are considered **less than significant**.

d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994, as updated), creating substantial risks to life or property?

Expansive soils shrink and swell as a result of moisture change. These volume changes can result in damage over time to building foundations, roads, underground utilities, and other structures if they are not designed and constructed appropriately to resist the changing soil conditions. Volume changes of expansive soils also can result in the consolidation of soft clays following the lowering of the water table or the placement of fill. Placement of buildings on unstable soils can result in structural failure.

Each of the three soil types on the project site has a high shrink swell potential (SCS 1992). The hazards of expansive soils can be avoided by proper drainage and foundation design if soil characteristics are recognized through appropriate engineering design. As described above, CDCR would implement appropriate geotechnical engineering recommendations during project design that would reduce the potential hazards of construction on expansive soils to a **less-than-significant** impact.

e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?

The City of Stockton currently provides waste water and sewer treatment service to the project site. The project would use the existing sewer service and does not propose the use of septic tanks or alternative waste water disposal systems. Therefore, **no impact** would occur.

HAZARDS AND HAZARDOUS MATERIALS

	ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
VII.	**Hazards and Hazardous Materials. Would the project:**				
a)	Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
b)	Create a significant hazard to the public or the environment through reasonably foreseeable upset and/or accident conditions involving the release of hazardous materials into the environment?	☐	☐	☒	☐
c)	Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☒	☐
d)	Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	☒
e)	For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒
f)	For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒
g)	Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
h)	Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	☐	☐	☐	☒

ENVIRONMENTAL SETTING

HISTORICAL AND CURRENT LAND USE

The NCWF opened in 1987 and closed in 2003. In 2006, the facility was converted to a correctional officer training academy. Historically, the project site supported agricultural fields.

Past activities (i.e., landscaping and agriculture) have resulted in the storage, handling, and transport of a variety of hazardous materials common to routine maintenance and operation of urban-type facilities. It is likely that these materials have included fuels, pesticides, paints, and polychlorinated biphenyls (PCBs) (used in light ballasts and transformers).

ON-SITE EMERGENCY SERVICES

The Collegeville Fire Protection District of the San Joaquin County Fire Prevention Bureau provides fire protection from a station 2 miles east of the project site. The all volunteer fire district includes one chief and nine fire fighters, all of whom are State certified first responders. Four of the fire fighters are trained emergency medical technicians. The Fire Protection District has two class two fire trucks and a 4,000-gallon capacity water tender (Chief Faist, pers. comm., 2007). Through a County Mutual Aid Agreement (Chief Faist, pers. comm., 2007), the project site is also provided fire protection services from the next nearest fire station, Engine Company 12, which is slightly more than 6 miles from the project site (CDCR 1996).

REGULATORY AGENCY DATABASE REVIEW

A computerized database search of various agency lists was conducted for the project site and surrounding area to identify potential hazardous contamination sites. The project site is not listed as a Resource Conservation and Recovery Act (RCRA) generator of hazardous wastes according to the U.S. Environmental Protection Agency's (USEPA's) Envirofacts website database (EPA 2007). Table 3 lists hazardous waste generators located near the project site. Small quantity generators produce between 220 and 2,200 pounds of hazardous waste each month, while large quantity generators produce more than 2,200 pounds of hazardous waste or more than 2.2 pounds of acute hazardous waste each month.

The project site is not listed on the California Department of Toxic Substance Control's (DTSC) Hazardous Waste and Substances Sites List (known as the Cortese List) as of November 2007 (DTSC 2007) or the U.S. EPA's Superfund National Priorities List (NPL) (EPA 2007).

Table 3
Hazardous Waste Generators in the Project Vicinity

Site Name	Address	Distance from Project Site (miles)	Hazardous Waste Activities
Chief Auto Parts	4547 Frontier Way Stockton, CA 95205	1.4	Small generator
J B Management L P	4101 Arch Road Stockton, CA 95205	1.5	Large generator
Ogden Power Pacific Stockton	9075 South Austin Road Stockton, CA 95205	1.1	Large generator

Source: Data compiled by EDAW in 2007

DISCUSSION

a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

Construction and operation of the proposed project would involve the routine transport and handling of hazardous substances such as diesel fuels, lubricants, solvents, asphalt, etc. Handling and transport of these materials could result in the exposure of workers to hazardous materials. However, because the proposed project would be in compliance with applicable federal, state, and local laws pertaining to the safe handling and transport of

hazardous materials, including California Occupational Health and Safety Administration (Cal-OSHA) requirements, this impact would be considered **less than significant**.

b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and/or accident conditions involving the release of hazardous materials into the environment?

Potential groundwater contamination in the project area is addressed in this document under the "Hydrology and Water Quality" section below. As noted above, construction of the proposed project would involve the use of heavy construction equipment, which uses small amounts of hazardous materials such as oils, fuels, and other potentially flammable substances that are typically associated with construction activities. However, CDCR would establish a construction staging area where hazardous materials would be stored during construction. The staging and construction areas would conform to requirements of the Stormwater Pollution Prevention Plan (SWPPP) described in "Hydrology and Water Quality" of this document. Furthermore, CDCR would require the contractor to prepare an accidental spill prevention and response plan. During construction and future operations, CDCR and its construction contractor would employ best management practices for spill control and prevention. With prevention and management in place, potential impacts from construction- and maintenance-related accidental spills of hazardous materials would be considered **less than significant**.

c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

The nearest school, O.H. Close, the school arm of the NCYCC, is behind a security perimeter fence that is approximately 0.38 mile southwest of the proposed NCRF security perimeter fence. The next nearest school, Venture Academy Charter School, is located approximately 1.9 miles west of the project site. The proposed project would involve new structures within the existing security perimeter fence on the project site with the exception of guard towers very near the NCRF fence line, a new booster pump station and hydropneumatic tank proposed to be constructed on the NCRF site, and a storage tank proposed to be constructed on the NCYCC or NCRF site.

As described in g) below, the proposed project would operate under the terms of existing emergency preparedness and hazardous materials response plans, and no schools are located within one-quarter mile of the project site. Therefore, a **less-than-significant** impact would occur related to emissions or handling of hazardous materials in close proximity to schools.

d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code §65962.5 and, as a result, would it create a significant hazard to the public or the environment?

The project site is not listed as a RCRA small quantity generator of hazardous wastes according to EPA's Envirofacts website database (EPA 2007), and is not listed on the DTSC's Hazardous Waste and Substances Sites List (known as the Cortese List) (DTSC 2007). The proposed project would not create a significant hazard to the public or the environment. Therefore, **no impact** would occur.

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?

There is one airport in the project vicinity, Stockton Metropolitan Airport, located 2 miles southwest of the project site. The project site is located within the conical zone area of influence for Stockton Metropolitan Airport (SJCOG 1993). Few restrictions are located in the conical zone. Tall structures (e.g., radio or other communication towers), non-reflective materials, transmissions, and other development that would be considered

a visual distraction to pilots are not proposed as part of the project. Therefore, **no impact** related to aviation-safety for people residing or working in the project area are expected to result from the proposed project.

f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?

There are no private airstrips in the project vicinity. Thus, there would be **no impact** related to airport safety.

g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

The project site has an Emergency Preparedness Plan tailored to the specific site needs of the institution, in compliance with the California Emergency Services Act of 1970. The plan specifies measures to be implemented within the facility during certain types of emergencies, such as fire, flood, earthquake, war, and civil disturbance. Employees are trained in the use of emergency equipment and medical aid for these situations. Additionally, CDCR has a Mutual Aid Agreement with the San Joaquin County Fire Prevention Bureau for supplemental hazardous materials response. The proposed project would operate under the terms of the site's existing Emergency Preparedness Plan. Therefore, implementation of the proposed project would not physically interfere with or impair implementation of the emergency response plan and **no impact** would result.

h) Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?

The project site is located in the middle of cultivated agriculture. No wildlands are near the facility. There is no risk of exposure to wildfires. The project would result in **no impact**.

HYDROLOGY AND WATER QUALITY

	ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
VIII.	**Hydrology and Water Quality. Would the project:**				
a)	Violate any water quality standards or waste discharge requirements or expose people to water quality that violates water quality standards?	☐	☐	☒	☐
b)	Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level that would not support existing land uses or planned uses for which permits have been granted)?	☐	☐	☒	☐
c)	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial on- or offsite erosion or siltation?	☐	☐	☒	☐
d)	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in on- or offsite flooding?	☐	☐	☒	☐
e)	Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	☐	☐	☒	☐
f)	Otherwise substantially degrade water quality?	☐	☐	☒	☐
g)	Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	☐	☐	☐	☒
h)	Place within a 100-year flood hazard area structures that would impede or redirect flood flows?	☐	☐	☐	☒
i)	Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam?	☐	☐	☒	☐
j)	Result in inundation by seiche, tsunami, or mudflow?	☐	☐	☐	☒

ENVIRONMENTAL SETTING

HYDROLOGY

The project site topography is relatively flat, with the gradient flowing towards the west. The proposed project is located in the North Valley Floor hydrologic unit, within the San Joaquin Basin watershed. There are no known natural drainages present on the project site. The closest natural drainage to the site is South Little Johns Creek, located approximately one-half mile south of the proposed project site, and Weber Slough, an intermittent drainage channel, approximately one-half mile to the north (Exhibit 5). South Little Johns Creek is a modified natural channel that conducts intermittent base flow and storm runoff through the site from its upstream drainage areas, which includes both foothill and lowland agricultural areas. Neither of the channels provides a potable water supply, and no known ongoing water quality monitoring data are available. General water quality observations include periodic high turbidity and discoloration during runoff events. Low or no summer flows would suggest seasonally high water temperatures and low dissolved oxygen levels. These drainages are affected by agricultural runoff and therefore are subject to some contamination by pesticides and salts (DWR 2005).

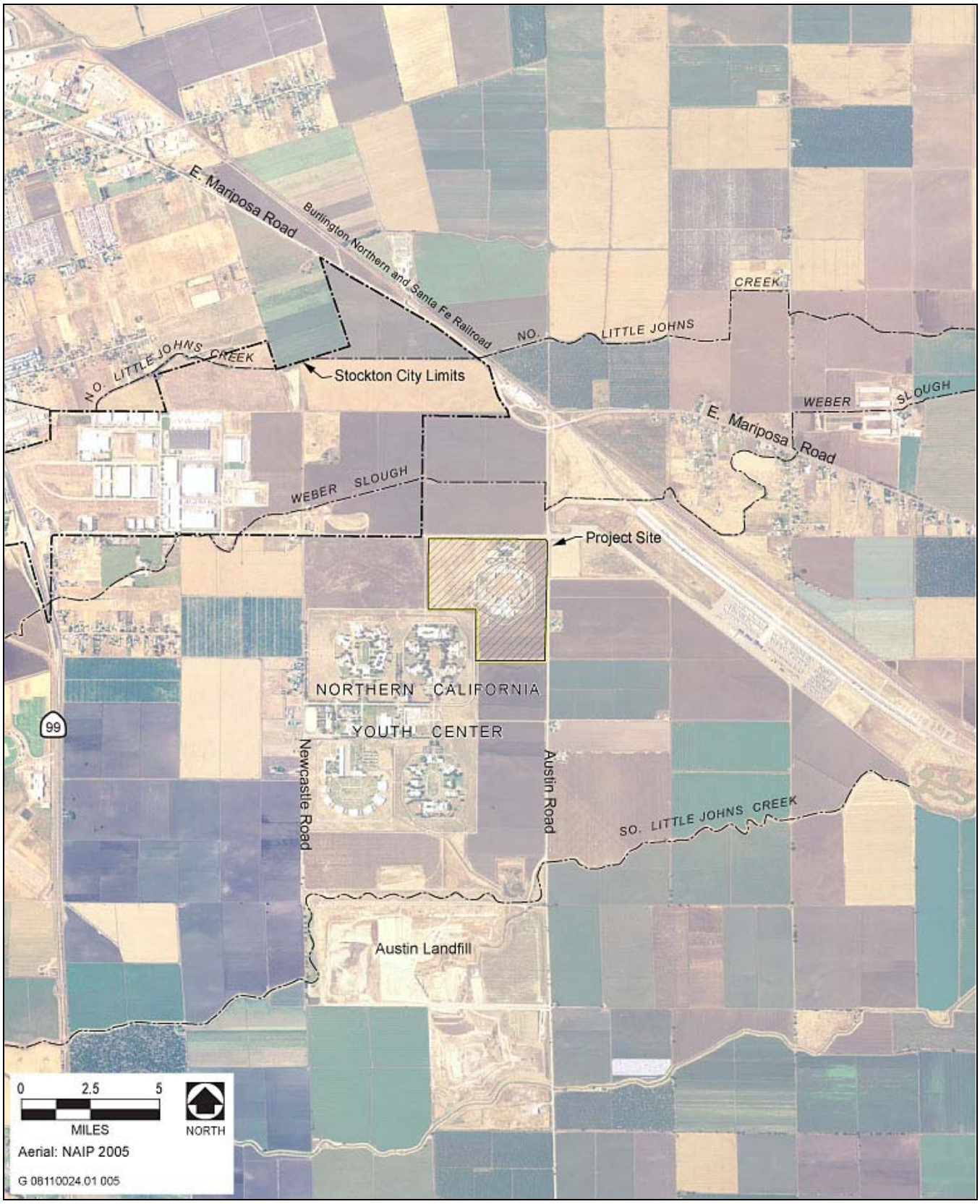
The climate in the proposed project area is typical of the San Joaquin Valley "inland Mediterranean" climate characterized by hot summers and cool winters. The Stockton area has an average of more than 260 sunny days a year, with annual precipitation averaging approximately 10 inches (SJVAPCD 2007). Most of the precipitation occurs during the months of November through March (City of Stockton 2007). The proposed project area is not within the Federal Emergency Management Agency (FEMA) designated a 100-year flood zone, as determined by Flood Insurance Rate Map (FIRM) panel 060299 0470A. The nearest 100-year flood zone to the proposed project is to the north of Arch Road. No monitoring data or information exists to characterize typical stormwater surface runoff water quality at the project site.

GROUNDWATER

The groundwater basin underlying the proposed project is the Eastern San Joaquin Subbasin, within the San Joaquin Valley Groundwater Basin. The upper regional aquifer is typically an unconfined aquifer within the Victor and Laguna Formations and extends to a depth of 1,000 feet. The Victor Formation and recent alluvial sediments are approximately 150 feet thick. Locally, clay, silt and sand lenses are present throughout the area. A 30-foot thick clay layer between the first and second water bearing zones is encountered at an approximate depth of 120 feet. The clay layer appears to act as a barrier to vertical migration between the first and second water bearing zones. The lower confined aquifer consists of the Mehrten Formation. Due to the saline nature of the groundwater beneath the Mehrten Formation, the base of the usable groundwater basin is considered to be the bottom of the Mehrten Formation (CDCR 1995). Measurements since the mid-1960s show a fairly continuous decline in groundwater levels in Eastern San Joaquin County (DWR 2005).

Groundwater Quality

Treated groundwater from the NCYCC property is used for potable and operational use and for irrigation. Groundwater from four wells located on the NCYCC property is treated with sodium hypochlorite and stored in three 250,000-gallon aboveground tanks. From the tanks, the treated water is distributed to the NCYCC facility and the former NCWF/CTCA to the north. The wells are tested quarterly for water quality; the well water meets all federal and state standards, with the exception of Well No. 3, which currently operates on standby because of water quality issues. Contaminants that have been detected are shown in Table 4. All but tetrachloroethylene (PCE) were below maximum contaminant levels (MCLs).



Source: EDAW 2008

Natural Drainage in Project Vicinity **Exhibit 5**

Table 4 Northern California Youth Correctional Center Well Water Quality				
Parameter	Well Number			
	No. 1	No. 2	No. 4	Primary MCL
Nitrate (as $N0_3$), mg/L	26	27	25	45
Tetrachloroethylene, µg/L		see text below		5
Trichloroethylene, µg/L	ND	0.62	ND	5
Freon 12, µg/L	1.0	2.0	ND	no MCL

Information from June 27, 2006 and November 9, 2006 sampling results and the 2005 Consumer Confidence Report.
MCL = Maximum Contaminant Level, from Primary MCL, DHS Title 22 of CCR.
ND = Below Detection Limit.
mg/L = parts per million
µg/L = parts per billion
From CDCR 2007.

PCE was found in concentrations above the MCL of 5.0 micrograms per liter (µg/l) in two samples collected on March 26, 2007, from an indoor faucet at the NCYCC facility. The PCE concentrations were 7.0 µg/l and 7.2 µg/l, respectively. The PCE is believed to have migrated from the Austin Road Landfill, located directly south of the NCYCC. As directed in a resulting citation (Citation Number 03-10-07C-004) by the California Department of Public Health (CDPH) (formerly California Department of Health Services), the CDPH Division of Drinking Water and Environmental Management directed the NCYCC to sample all wells and sample from the same indoor faucet where the PCE concentration exceedance had been found. Samples were collected from three of the wells and the indoor faucet on April 12, 2007. The PCE concentration from the indoor faucet sample was 8.3 micrograms per liter (µg/l). Well No. 2 had a PCE concentration of 8.8 µg/l. Well No. 4 had a nondetection of PCE (the reporting limit was 5.0 µg/l), and the standby well, Well No. 3, had a PCE concentration of 1.6 µg/l.

The water quality in the underlying aquifer has changed over the years, resulting in higher levels of total dissolved solids (TDS) and hardness. Because of these changes in the aquifer's water quality and the potential chemical contamination from the Austin Road Landfill, the proposed project would use City of Stockton (City) water, a mixture of groundwater and surface water, as the sole water supply source.

In December 2008, the Central Valley RWQCB issued a cleanup and abatement order to Forward Inc. in response to the contamination of the NCYCC's groundwater wells. The order requires Forward Inc. to, among other things, supply replacement water to the NCYCC site at no cost to the NCYCC (Central Valley RWQCB 2008). The Central Valley RWQCB has found that the issuance and implementation of the cleanup and abatement order is exempt from CEQA, and that Forward Inc. must comply with the order as soon as reasonably possible (Central Valley RWQCB 2008:paragraph 33).

DISCUSSION

a) Violate any water quality standards or waste discharge requirements or expose people to water quality that violates water quality standards?

CONSTRUCTION IMPACTS

Short-term adverse storm events can occur during the winter months, when the majority of precipitation occurs in the proposed project area. During construction of the new facilities, water quality impacts could therefore happen without proper controls, since construction activities would extend through the rainy season. Soil loosened during

grading, spills of fluids or fuels from vehicles and equipment or miscellaneous construction materials and debris, if mobilized and transported offsite in overland flow, could degrade groundwater quality. In the event of heavy rainfall, flow from the construction areas could flow offsite and reach Webber Slough or South Little Johns Creek, the nearest drainage conveyance. Because the area of ground disturbance affected by construction of new facility infrastructure and construction of staging areas would exceed one acre, the proposed project site would be subject to the requirements of the statewide National Pollutant Discharge Elimination System (NPDES) stormwater permit for construction activity (Order 98-08 DWQ). Because preparing and implementing a Stormwater Pollution Prevention Plan (SWPPP) is part of the proposed project, and because a SWPPP would sufficiently lessen the impact of water quality degradation from project-related construction activities, these impacts would be **less than significant**.

WATER QUALITY

DGS-NCYCC Water Supply Agreement. As part of the Cleanup and Abatement Order (see above),it is expected that the City of Stockton will provide municipal water to the NCYCC, including the project site This new municipal water supply would replace well water use on the site and would not violate any water quality standards or expose people to water quality that violates water quality standards. Therefore, impacts to water quality from water supply sources for the proposed project are expected to be **less than significant**.

WASTEWATER

The City of Stockton provides wastewater treatment and disposal service to both the project site and the NCYCC. The pump station discharges to a 21-inch diameter sanitary sewer outfall that conveys the wastewater to the City of Stockton's wastewater collection system. The full-flow capacity of the 21-inch diameter sanitary sewer outfall is about 2,500 gallons per minute (gpm), which is in excess of that required to convey anticipated future wastewater flows from both the project site and NCYCC. The permitted maximum wastewater discharge from NCYCC is 800,000 gallons per day (gpd) or a peak flow of 1,400 gpm. The projected flow from existing NCYCC facilities with 1,000 wards and a projected NCRF population of 500 inmates from implementing the proposed project is estimated to be 300,000 gpd; far less than the permitted amount of 800,000 gpd (Table 5) CDCR 2007).

Table 5
Calculated Wastewater Flows for NCYCC and NCWF/CTCA Facilities

Facility	Gallons per inmate per day (gpid)	Inmate population	Flow, in gallons per day (gpd)
NCYCC	200	1,000	200,000
NCRF	200	500	100,000
Total		**1,500**	**300,000**

Note: CTCA = Richard A. McGee Correctional Training Center Annex; NCWF = Northern California Women's Facility; NCYCC = Northern California Youth Correctional Center
Source: CDCR 2007

The only action identified as being necessary to dispose of wastewater generated by the proposed 500 inmates at the project site is the potential replacement of the existing sewage grinding facility with equipment that incorporates grinding, solids removal, washing, and compacting. This infrastructure would be part of the proposed project. Therefore impacts to water quality from increased wastewater requirements of the proposed project are **less than significant**.

b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre existing nearby wells would drop to a level that would not support existing land uses or planned uses for which permits have been granted)?

Construction activities and new structures would create additional impervious surface areas in the form of a new prison medical building and three guard towers, which could reduce infiltration of precipitation into the groundwater. However, the total percentage of impervious surface proposed is small in relation to the overall project area, and this increase would not measurably affect recharge to the local groundwater basin. No new water wells would be constructed for the proposed project. As described above, the NCYCC and the project are proposing to stop using well water and instead will be supplied by City of Stockton water as part of this project, further reducing the potential for any impact. As described in the "Utilities and Service Systems" section, average demand for groundwater has been approximately 1,364 acre-feet per year (AFY) at NCYCC, including at NCWF. Under the proposed project and considering ongoing operations at NCYCC, total annual demand would be reduced to 783 AFY; a substantial reduction compared to average existing demand. Therefore it is anticipated that this impact would be **less than significant**. Water supply issues and potential impacts will be analyzed and discussed in the EIR.

c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial on- or offsite erosion or siltation?

The proposed project would involve constructing a medical building, and three towers resulting in the addition of approximately 31,140 square feet of impervious surface. Although the new facility would require some minor modifications to the exiting drainage system, it would be constructed within the existing infrastructure fence line. The existing drainage pattern of the site may be slightly altered due to the increase of impervious surfaces. However, the proposed project would not result in physical alteration of the course of the drainage that would result in substantial on- or off-site erosion or siltation.

Stormwater runoff at the project site is conveyed by storm drain lines through NCYCC to a pump station, and then discharged into drainage channels which empty into a detention basin in the southeast corner of the facility (CDCR 1995). The water is stored in this basin until the water level in Little Johns Creek recedes, at which time the stored water may be pumped into South Little Johns Creek as part of an existing grandfather agreement (Jaime, pers. comm., 2008). A grandfather clause is the functional equivalent of a WDR for this overflow discharge from the NCYCC detention basin into South Little Johns Creek. The CVRWQCB may issue site-specific WDRs, or waivers to WDRs, for certain waste discharges to land or waters of the state such as minor dredging activities and construction dewatering activities that discharge to land.

The estimated 31,140 square feet (or 0.7 acre) of additional impervious surface would be a relatively small addition to the existing 134 acres of the proposed NCRF and the 518 acres of the NCYCC facility that are served by the existing storm drain system. Because the project site is currently covered with impervious surfaces, and the new facilities would be constructed in areas already graded, the proposed project is not anticipated to change the absorption rates, drainage patterns, or the rate and amount of surface runoff. Any additional grading and drainage conveyances associated with the proposed project construction would be designed to satisfy San Joaquin County requirements pertaining to drainage and runoff quantity and quality. Therefore this impact is **less than significant**.

d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in on- or offsite flooding?

As described in c) above, the proposed project would not result in physical alteration of the drainage course in a manner that would result in substantial on- or off-site erosion or siltation, and CDCR has adopted environmental protection programs (see the "Environmental Protection" discussion above) as part of the design and construction process to reduce potentially significant drainage and erosion impacts. In addition, preparation and implementation of a SWPPP and a drainage plan would reduce potentially significant surface runoff and flooding impacts to a **less-than-significant** level.

e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?

As described in c) above, CDCR has adopted water quality protection features as part of the design and construction process to reduce potentially significant runoff water and stormwater drainage system impacts to a **less-than-significant** level.

f) Otherwise substantially degrade water quality?

The potential exists for encountering groundwater during excavation for the new buildings and infrastructure. This groundwater would be subject to the requirements of a NPDES permit if dewatered and discharged from the excavation site to a storm drain or receiving water. Other dewatering options would include retaining the water on site for construction use, allowing water to evaporate/infiltrate, discharging to the WWTP facility for treatment ("Utilities and Service Systems" for discussion of capacity), discharging to adjacent agricultural fields with the owners permission, or having the effluent transported and disposed of offsite using a Transportation, Storage & Disposal (TSD) contractor. If one or more of these management options is used, the water would not discharge to a storm drain or a receiving waterbody, and the operation would not be subject to an NPDES permit. The impact to water quality would be **less than significant**.

g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?

The proposed project is not located within the 100-year flood zone and would result in **no impact** related to placement of housing within a flood hazard area.

h) Place structures within a 100-year flood hazard area that would impede or redirect flood flows?

The proposed project is not located within the 100-year flood zone and would result in **no impact** related to placing structures in a flood hazard area that would impede or redirect flood flows.

i) Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam?

There are no dams or detention basins upstream of the site. Flood inundation maps prepared by the Office of Emergency Services indicate that the proposed project and most of the Stockton area are within the flood hazard zone for the New Hogan Dam and Camanche Lake. A dam failure plan has been implemented by San Joaquin County (San Joaquin County Office of Emergency Services, Dam Failure Plan, December 2003). However, there is no substantial evidence to suggest that dam failure is likely, and the proposed project would do nothing to increase the potential for dam failure. Therefore, this impact is considered **less than significant**.

j) Result in inundation by seiche, tsunami, or mudflow?

The project site is located in an inland area not subject to seiche or tsunami, and the area topography is relatively level and not subject to mudflow; therefore, the project would result in **no impact**.

LAND USE AND PLANNING

	ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
IX.	**Land Use and Planning. Would the project:**				
	a) Physically divide an established community?	☐	☐	☐	☒
	b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to, a general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☐	☒
	c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	☒	☐	☐	☐

ENVIRONMENTAL SETTING

The existing project site is located immediately southeast of the Stockton city limit in unincorporated central San Joaquin County. The site is bounded by Arch Road on the north, agricultural land and NCYCC on the west, NCYCC and agricultural land on the south, and Austin Road on the east. The project site is currently designated as "Public" by the San Joaquin County General Plan (1992).

The site is surrounded by a generally undeveloped area to the northeast, the NCYCC to the southwest, and agricultural land to the north, west, south, and east. A rural residence located to the east of the project site, across Austin Road is the nearest residence to the project site. The nearest airport, Stockton Metropolitan Airport, is located more than 2 miles west of the project site.

DISCUSSION

a) Physically divide an established community?

The proposed project would not physically divide an established community. The NCWF was activated in 1987 and closed in 2003, and the Richard A. McGee Correctional Training Center Annex (CTCA) began operation in 2006 and closed in 2008. The site is surrounded by agricultural land, undeveloped land, the NCYCC, a few scattered residences and some industrial uses. All proposed improvements would be located on the existing CDCR grounds. Thus, the project would not divide an established community and **no impact** would occur.

b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to, a general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?

The project site is designated "Public" under the *San Joaquin County General Plan*, and is developed with a use that is consistent with this designation. Although the State is not required to conform with local planning requirements, the proposed improvements are consistent with zoning and land use designations for the site, and would not conflict with any adopted environmental plans, policies, or goals. **No impact** would occur.

c) Conflict with any applicable habitat conservation plan or natural community conservation plan?

The proposed project could include activities that would conflict with applicable habitat conservation plans or natural community conservation plans including the San Joaquin County Multi-Species Habitat Conservation or the HCP for the Statewide Electrified Fence Project (see Section IV, "Biological Resources"); therefore, a **potentially significant** impact could occur. This issue will be addressed further in the EIR.

MINERAL RESOURCES

	ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
X.	**Mineral Resources. Would the project:**				
	a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒
	b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	☐	☐	☐	☒

ENVIRONMENTAL SETTING

The project site is located in Pleistocene-age alluvial deposits of the Modesto Formation (Wagner, Bortugno, and McJunkin 1991) consisting of clays and silty clays. According to the *San Joaquin County General Plan (2010)*, there are no significant mineral resources or mining operations in the project area.

DISCUSSION

a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

According to the *San Joaquin County General Plan 2010*, the project site is not located in an area that contains known mineral resources. Therefore, there would be **no impact**.

b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?

According to the *San Joaquin County General Plan 2010*, the project site is not likely to contain a source of locally important mineral resources. Therefore, there would be **no impact**.

NOISE

	ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XI.	**Noise. Would the project result in:**				
	a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or in other applicable local, state, or federal standards?	☐	☐	☒	☐
	b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐
	c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☒	☐
	d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☒	☐
	e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒
	f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒

ENVIRONMENTAL SETTING

The CDCR is proposing to renovate the existing inmate housing units and support facilities and construct new facilities at the former Richard A. McGee Correctional Training Center Annex (CTCA) and previously the Northern California Women's Facility (NCWF). The proposed project is located in an unincorporated area of central San Joaquin County, approximately 2 miles east of State Route 99, and adjacent to the Stockton city limits. The correctional institution is surrounded by agricultural land, open natural land, scattered agricultural residential dwellings, the NCYCC, and the Austin Road Landfill. The closest noise-sensitive receptor outside the boundaries of the facility is a single family residence located east of Austin Road, approximately 500 feet to the east of the existing fence line of the former NCWF/CTCA.

The San Joaquin County General Plan Noise Element establishes maximum allowable noise exposure levels for both transportation noise sources such as roadway traffic, and stationary noise sources such as mechanical and industrial noise. Although CDCR, as a State agency, is not required to comply with local ordinances, it considers them when evaluating if a project would adversely affect a relevant resource. The criteria set forth in the General Plan are intended to evaluate project feasibility and potential impacts associated with proposed projects. For transportation sources, the San Joaquin General Plan Noise Element establishes a weighted 24-hour noise descriptor for an exterior day-night noise level (L_{dn}) criterion of 65 decibels (dB) L_{dn} for noise-sensitive land uses. These land uses include residential developments, transient lodging, hospitals, places of worship, and other health-care/community assembly facilities. Additionally, a maximum allowable interior noise level standard of

45 dB L_{dn} is used for the previously noted noise-sensitive uses and schools, office buildings, libraries, museums, and day-care facilities. Maximum allowable noise exposure levels for transportation and stationary sources are presented in Table 6.

Table 6
Maximum Allowable Noise Exposure Part I—Transportation Noise Sources

Noise-Sensitive Land Use Type	Outdoor Activity Areas[1] ,dB L_{dn}	Interior Spaces ,dB L_{dn}
Residential	65	45
Part II—Stationary Noise Sources		
	Outdoor Activity Areas[1]	
	Daytime[2] (7 a.m.–10 p.m.)	Nighttime[2] (10 p.m.–7 a.m.)
Hourly Equivalent Sound Level (L_{eq}),dB	50	45
Maximum Sound Level (L_{max}), dB	70	65

[1] Where the location of outdoor activity areas is unknown or is not applicable, the noise standard will be applied at the property line of the receiving land use. When determining the effectiveness of noise mitigation measures, the standards will be applied on the receiving side of noise barriers or other property line noise mitigation measures.

[2] Each of the noise level standards specified will be reduced by 5 dB for impulsive noise, single-tone noise, or noise consisting primarily of speech or music.

Source: San Joaquin County Development Code, Title 9; San Joaquin County General Plan Noise Element.

The San Joaquin County Development Code Title 9 provides additional noise level criteria, procedural guidelines and exemptions to the noise standards. Maximum noise exposure levels outlined in Title 9 of the Development Code correspond with both transportation and stationary noise source standards provided in the General Plan. The Development Code lists the following applicable activities, which are exempt from the noise level standards:

1. Activities conducted in public or private parks, public playgrounds, and public or private school grounds, including but not limited to school athletic and school entertainment events;

2. Any mechanical device, apparatus or equipment used, related to, or connected with, emergency activities or emergency work;

3. Noise sources associated with construction, provided such activities do not take place before 6:00 a.m. or after 9:00 p.m. on any day;

4. Noise sources associated with the collection of waste or garbage; and

5. Any activity whose regulation has been preempted by State or federal law.

DISCUSSION

a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or in other applicable local, state, or federal standards?

Short-Term Construction Noise

On-Site Construction Activity

Conversion of the former NCWF/CTCA would incorporate the construction of a new medical facility in the northwestern portion of the project site. Construction generally occurs in several discrete phases; each phase requires a specific complement of equipment with varying equipment type, quantity, and intensity. These variations in the operational characteristics of the equipment change the effect they have on the noise environment in the project vicinity. The effect of construction noise largely depends on the construction activities being performed on a given day, noise levels generated by those activities, distances to noise-sensitive receptors, and the existing ambient noise environment at the receptors. Construction of the proposed project is anticipated to begin 2010, with an estimated completion date of 2012 and would last approximately 24 months.

The site preparation phase typically generates the highest noise levels due to on-site equipment associated with grading, compacting, and excavation. Equipment used in site preparation equipment typically includes: backhoes, bulldozers, and loaders; excavation equipment such as, graders and scrapers; and compaction equipment. Erection of large structural elements and mechanical systems could require the use of a crane for placement and assembly tasks, which may also generate substantial noise levels. Although a detailed construction equipment list is not currently available, it is expected that the primary sources of noise would include backhoes, compressors, bulldozers, excavators, and related equipment. Table 7 depicts the noise levels generated by various types of construction equipment.

Table 7
Construction Equipment Noise Emission Levels

Equipment Type	Typical Noise Level (dB) @ 50 feet
Concrete Saw	90
Hoe Ram Extension	90
Jack Hammer	89
Grader	85
Pneumatic Tools	85
Scraper	84
Compactor	83
Concrete Breaker	82
Dozer	82
Concrete Pump	81
Crane, Mobile	81
Generator	81
Water Pump	81
Front-end Loader	79
Air Compressor	78
Backhoe	78
Asphalt Paver	77
Trucks	74–81

Note: Assumes all equipment fitted with properly maintained and operational noise control device, per manufacturer specifications.
Source: Bolt, Beranek, and Newman 1981, Federal Transit Administration 2006.

To assess noise levels associated with the various equipment types and operations, construction equipment can be considered to operate in two modes: mobile and stationary. Mobile equipment sources move around a construction site performing tasks in a recurring manner (e.g., loaders, graders, dozers). Stationary equipment operates in a given location for an extended period of time to perform continuous or periodic tasks (e.g., jack hammers, power saws, pumps). Accordingly, it is necessary to determine the location of stationary sources during specific phases, or the effective acoustical center of operations for mobile equipment during various phases of the construction process. Operational characteristics of heavy construction equipment are additionally typified by short periods of operation at full power followed by extended periods of operation at lower power, idling, or powered-off conditions. To more accurately account for variations in equipment power expenditures, "usage factors" based on duty cycle are applied to reference noise levels.

As indicated in Table 7, operational noise levels for typical construction activities would range from 74 dB to 90 dB at a distance of 50 feet. Continuous combined noise levels generated by the simultaneous operation of the loudest pieces of equipment would result in noise levels of 93 dB at 50 feet. Accounting for the usage factor of individual pieces of equipment, topographical shielding, and ground absorption effects, construction activities on the project site would be expected to result in hourly average noise levels of 88 dB L_{eq}, at a distance of 50 feet. Maximum noise levels generated by construction activities are not predicted to exceed 93 dB L_{max} at 50 feet.

The closest noise-sensitive receptor in the project vicinity is the single family residential dwelling located east of Austin Road, approximately 500 feet from the existing fence line of the former NCWF/CTCA. Noise from localized point sources (such as construction sites) typically decreases by 6 to 7.5 dB with each doubling of distance from source to receptor. Conservatively assuming an attenuation rate of 6 dB per doubling of distance, construction operations and related activities are predicted to generate exterior hourly noise levels of 58 dB L_{eq} at the nearest off-site sensitive receptor, when propagated from the acoustical center of construction operations.

Based upon the San Joaquin County Title 9 Development Code, noise sources associated with construction activities are considered exempt from the county standards, provided such activities do not take place before 6 a.m. or after 9 p.m. on any day. Construction activities associated with the proposed project would occur between the hours of 6 a.m. and 6 p.m., Monday through Friday. Thus, noise generated by the construction activities associated with this project would be exempt from the county's standards. As a result, this impact would be considered **less than significant**. No mitigation is required.

Construction-Generated Traffic

During the construction phase of the proposed project, the number of construction personnel would be expected to range from less than 5 to no more than 40 during peak operations. Conservatively assuming each worker arrives and departs the site twice per day, the number of passenger vehicle trips generated during peak construction periods would not exceed 160 trips per day. In addition, construction related traffic would be expected to include the use of dump trucks, haul trucks, concrete trucks, and various deliveries of material and equipment occurring throughout the construction period. The number of construction related truck trips (one-way) would not be anticipated to exceed 20 trips per day for a total not to exceed 180 construction-related trips per day. Primary access to the project site would occur on Arch Road, between SR-99 and the construction staging area west of the project site. Based on a traffic volume increase of 180 trips per day, the addition of the construction-related vehicle trips in the project vicinity and resultant increase in traffic noise would not be sufficient to generate a noticeable increase in noise. As a general note, traffic would need to double on a road for noise to increase by 3 dB, and 3 dB is a noticeable increase. The construction traffic would be a small fraction (less than 10 percent) of existing traffic, and would increase noise levels by less than 0.5 dB. Construction-generated traffic noise levels would not result in substantial noise increase. As a result, construction-related traffic noise impacts would be **less than significant**. No mitigation is required.

Long-Term Operational Noise

On-Site Stationary-Source Noise

Conversion of the former correctional officer training academy would reintroduce several on-site stationary noise sources associated with the support and operation of the correctional institution. Correctional institutions, such as the proposed re-entry facility, must be semiautonomous by nature, requiring a substantial support structure consisting of heating, ventilation, and air conditioning (HVAC) equipment; lift stations; electrical generators; delivery and loading docks; and numerous alarms and paging systems. The noise levels associated with the operation of these sources are discussed separately below.

Public Address System

The project would include the installation of additional public address (PA) systems, to be located at various locations in the vicinity of the proposed inmate housing units. The exact number and orientation of PA system components has not yet been determined. Based on noise measurements conducted for similar facilities, maximum noise levels (L_{max}) for prison outdoor PA systems can reach intermittent levels of approximately 70 to 90 dB L_{max} at 50 feet. Operation of PA systems is generally intermittent by nature (i.e., less than approximately one minute in duration). Although PA announcements may be audible for brief periods of time at nearby noise-sensitive receivers, particularly during the quieter evening and nighttime hours, predicted intermittent noise levels would not be anticipated to exceed the noise standards established by San Joaquin County for stationary sources (Table 6) for the protection of human annoyance and sleep disruption.

The nearest off-site noise-sensitive land use is a single family residential located east of Austin Road, approximately 1,200 feet southeast of the acoustical center of the proposed project. Accounting for typical attenuation rates of 6 dB per doubling of distance and shielding provided by on-site structures, noise levels attributed to PA system noise at the nearest residential receptors are predicted to range from 37 to 57 dB L_{max}.

Loading Dock Activity

Noise sources associated with loading dock activity include trucks idling, on-site truck circulation, trailer-mounted refrigeration units, pallets dropping, and the operation of forklifts. Previously conducted noise monitoring at loading docks indicates that typical hourly average noise levels range from 55 to 60 dB L_{eq} and from 80 to 84 dB L_{max} at a distance of 50 feet. The nearest noise-sensitive receptor is located approximately 1,050 feet from the warehouse loading docks, and would be shielded from direct exposure to the noise sources by several buildings. Conservatively assuming that intervening building facades provide 5 dB of shielding, and an attenuation rate of 6 dB per doubling of distance, noise levels associated with loading dock activities would not be expected to exceed 30 dB L_{eq} or 53 dB L_{max}.

Mechanical Equipment

HVAC equipment could be a primary noise source associated with commercial or industrial uses. HVAC equipment is often mounted on rooftops, located on the ground, or located within mechanical rooms. The noise sources could take the form of fans, pumps, air compressors, chillers, or cooling towers. Based upon building square-footage, the estimated cooling-capacity required, and their respective locations, the combined noise levels for HVAC operation are predicted to be 39 dB L_{eq} at the nearest residential receiver (Bolt Beranek and Newman 1981).

Other Stationary Noise Sources

Additional intermittent noise sources attributable to operation of the proposed project include the opening and closing of vehicle doors (particularly in the maintenance and delivery yard on the southern portion of the project site), adult voices, emergency operation of back-up power generators, and use of maintenance equipment. Such noise-generating activities occur on an infrequent basis and are generally intermittent in nature. Because of the infrequent and intermittent nature of these noise sources, it is not feasible to address the individual noise impacts. The nearest noise-sensitive receptor is more than 800 feet from the closest potential site where these types of noise-generating activities would occur. Due to ground attenuation over distance, noise levels would not be expected to contribute to the noise environment affecting the receptor. Furthermore, equipment operated on an

emergency basis, such as back-up generators, emergency vehicles, devices, and other related activities, are exempt from the local noise standards by the San Joaquin County Development Code.

In summary, noise levels generated by on-site stationary sources would comply with the San Joaquin County Development Code Noise Ordinance maximum noise level performance standards of 70 dB L_{max} and 65 dB L_{max}, for daytime and nighttime periods, respectively. As a result, this impact would be **less than significant**. No mitigation is required.

Off-Site Traffic Noise

Long-term operation of the proposed project would result in an increase in daily traffic volumes on the local roadway network and, consequently, an increase in noise levels from traffic sources along affected segments. However, project traffic would be less than 20% of total existing, and a smaller fraction of future, traffic on roadways that serve the site. The project would increase noise by far less than 1 dB, and would therefore not be noticeable.

As a result, these traffic noise increases would be **less than significant**. No mitigation is required.

b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?

Construction activities have the potential to result in varying degrees of temporary ground vibration, depending on the specific construction equipment used and operations involved. Vibration generated by construction equipment spreads through the ground and diminishes in magnitude with increases in distance. While effects of ground vibration may be imperceptible at low levels, they may result in detectable vibrations and slight damage to nearby structures at moderate and high levels, respectively. At the highest levels of vibration, damage to structures is primarily architectural (e.g., loosening and cracking of plaster or stucco coatings) and rarely results in structural damage. A Caltrans guideline recommends a standard of 0.2 inches per second (in/sec) peak particle velocity (PPV) for the protection of normal residential buildings and 0.08 in/sec PPV for the protection of old or historically significant structures (Caltrans 2004). With respect to human response for residential uses (i.e., annoyance), the Federal Transit Administration recommends maximum acceptable vibration standard of 80 velocity decibels (VdB) (Federal Transit Administration 2006).

Ground vibration levels associated with various types of construction equipment are summarized below in Table 8.

Table 8
Representative Vibration Source Levels for Construction Equipment

Equipment	PPV at 25 feet (in/sec)[1]	Approximate L_v (VdB) at 25 feet[2]
Large Bulldozer	0.089	87
Caisson Drilling	0.089	87
Trucks	0.076	86
Jackhammer	0.035	79
Small Bulldozer	0.003	58

[1] Where PPV is the peak particle velocity

[2] Where L_v is the velocity level in decibels (VdB) and based on the root mean square (RMS) velocity amplitude.

Source: Federal Transit Administration 2006

The proposed project would not involve the use of any equipment or processes that would generate potentially high levels of ground vibration, such as pile drivers. Construction operations associated with the proposed project would be anticipated to include backhoes, loaders, compactors, and trucks; no pile driving would occur. Ground

vibration generated during construction would be primarily associated with on-site truck activity. As shown in Table 9, trucks typically generate vibration levels of less than 0.08 in/sec PPV or 86 VdB at 25 feet. At the nearest structure, an existing prison building, this level would not exceed the Caltrans-recommended standards of 0.2 in/sec PPV or 80 VdB and therefore, there would be no potential for structural damage or annoyance to persons. Because the temporary construction vibration associated with on-site equipment would not be anticipated to expose sensitive receptors to or generate excessive groundborne vibration or groundborne noise levels, this impact would be considered **less than significant**. No mitigation is required.

c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?

As discussed in a) above, onsite operational noise levels attributable to the proposed project are not anticipated to exceed applicable noise standards and/or result in a noticeable increase (i.e., 3 dB or greater, according to Caltrans 1998) in average daily ambient noise levels. Noise from the PA system, loading dock activity, HVAC equipment and other on-site stationary noise sources would not adversely affect nearby offsite sensitive receptors, including the single family residence located approximately 500 feet east of the existing fence line of the former NCWF/CTCA. Thus, the long-term operational noise associated with on-site sources would not be anticipated to result in a substantial permanent increase in ambient noise levels in the proposed project area.

In addition, as discussed in a), the long-term operational noise associated with offsite traffic would not be anticipated to result in a substantial increase in average daily ambient noise levels along any roadway segment in the project area. Thus, the long-term operational noise associated with offsite traffic is not anticipated to result in a substantial permanent increase in ambient noise levels in the proposed project area. As a result, the permanent increase in ambient noise levels in the project vicinity would be considered a **less-than-significant** impact. No mitigation is required.

d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?

As discussed in a) above, construction activities associated with the project could temporarily increase noise levels in the area. Maximum exterior noise levels would be approximately 93 dB L_{max} in the vicinity of the project site and approximately 63 dB L_{max} at the nearest off-site residence. Construction operations would be restricted to the hours between 6 a.m. and 6 p.m. and therefore are exempt from noise standards of the San Joaquin County Development Code. As a result, this impact would be **less than significant**. No mitigation is required.

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

The project site is not located within 2 miles of an airport land use plan or in the vicinity of a public airport. The nearest airport, Stockton Metropolitan, is located approximately 2.2 miles southwest of the project site. Thus, the proposed project would not result in the exposure of people residing or working in the project area to excessive airport noise levels. As a result, the proposed project would have **no impact** with respect to airport noise.

f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?

The project site is not located within 2 miles of an airport land use plan or in the vicinity of a private airport. Thus, the proposed project would not result in the exposure of people residing or working in the project area to excessive noise levels because of aircraft activity at private airports. As a result, the proposed project would have **no impact** with respect to airport noise.

POPULATION AND HOUSING

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XII. Population and Housing. Would the project:				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☒	☐
b) Displace substantial numbers of existing homes, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

ENVIRONMENTAL SETTING

The project site is designated as "Public" by the *San Joaquin County General Plan* (1992). The proposed project, which would add 100 additional inmate beds (for a total of 500 inmate beds) as well as a new medical building on state-owned land, is consistent with this land use. The proposed facilities would only be accessed by inmates and staff at the correctional facility and would not serve any off-site development. Zip code data provided by CDCR indicates that employees of the former CTCA facility resided throughout the region in several jurisdictions (Table 9).

Table 9
Former CTCA and Projected Population and Housing for NCRF Employees

Jurisdiction	Former CTCA Employee Residence	Expected Distribution of Transferred Employees		Number of New Households [c]		Transferred Employees & Family Population [d]	
	Percentage	75 % [a]	100 % [b]	75%	100%	75%	100%
Stockton	21	60	80	53	70	159	210
Elk Grove	17	49	65	43	57	114	150
Sacramento	17	49	65	43	57	114	150
Galt	5	14	19	12	17	32	45
Other[e]	40	114	152	100	133	300	399
Total	100	286	381	251	334	719	954

[a] Assumes 75% of all 381 new employees will relocate to the region.
[b] Assumes 100% of all 381 new employees will relocate to the region.
[c] Assumes a household size of 1.14 employees per household.
[d] Assumes a household size of 3.00 persons for Stockton and "Other" jurisdictions in San Joaquin County and 2.64 persons for Elk Grove, Sacramento, and Galt in Sacramento County.
[e] Other includes jurisdictions that represented 5% or less of total employee population.
Source: CDCR Zip Code Data 2007

DISCUSSION

a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

Implementation of the proposed project would result in an increase of an estimated 381 new employees. Because many of these new employment positions require a certain level of experience, relocation to the project area from outside the region by some existing correctional staff would be expected. Based on experience from similar CDCR facilities, CDCR conservatively estimates that approximately 75% of new employment positions at the proposed NCRF would be filled by personnel located outside the local area. In addition, a worst-case scenario of 100% is discussed further below. Therefore, it is anticipated that approximately 75% of the new re-entry facility employees would come from outside the local area. In addition, it is anticipated that the majority of new employees who move to the region would bring their families.

The project site is located in a rural area in proximity to several population centers. Based on CDCR zip code data for former CTCA employees, future employees are most likely to reside in the following nearby cities: Stockton, Elk Grove, Sacramento, and Galt. In 2000, the average household size for San Joaquin County was 3.00 persons (U.S. Census Bureau 2000). Elk Grove, Sacramento, and Galt are located in neighboring Sacramento County, which had an average household size of 2.64 in 2000 (U.S. Census Bureau 2000). Based on CDCR statistics from other institutions, it is assumed that for each correctional facility employee household, an average of 1.14 people in that household work at the correctional facility. As shown in Table 9, if 75% of new employment positions at the project site are filled by personnel located outside the local area, implementation of the project would result in an increase of 719 persons and 251 households in the communities listed above. If 100% of new project site employees and their families relocated to the area from outside the region, implementation of the project would result in an increase of 954 persons and 334 households. For both scenarios, persons and households would likely be distributed throughout the various jurisdictions similar to current conditions.

It is anticipated that the facility would be fully staffed by 2015; therefore, the full 381 new employees and their families would relocate to the area between 2012 (the first year of operation) and 2015. Between 2010 and 2015, the population of San Joaquin County is projected to grow by approximately 84,634 persons, and additional population increases are anticipated through 2020 (San Joaquin Council of Governments 2004). If 100% of new project site employees and their families relocate to the area, the project would contribute approximately 1% (954 persons divided by 84,634 persons) of the forecasted population growth in San Joaquin County between 2010 and 2015. Neighboring Sacramento County is expected to grow by 114,468 persons between 2010 and 2015 (County of Sacramento 2008). If 100% of the new employees and their family members relocate to Sacramento County, the project would contribute less than 1% of the forecasted population growth between 2010 and 2015.

The proposed project would contribute to population growth in the region as a result of employee relocation from outside the region. Because new employees and their families would constitute a small fraction of the forecasted population growth in San Joaquin and Sacramento counties between 2010 and 2015 project-related regional population increases are not considered substantial enough to necessitate new homes or infrastructure, and impacts would be considered **less than significant**.

b) Displace substantial numbers of existing homes, necessitating the construction of replacement housing elsewhere?

The proposed project site is located within the perimeter of the former NCWF/CTCA and would not displace any existing homes. Therefore, **no impact** would occur.

c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

The proposed project site is located within the perimeter of the former NCWF/CTCA and would not displace any people. Therefore, **no impact** would occur.

PUBLIC SERVICES

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XIII. Public Services. Would the project:				
a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:				
Fire protection?	☐	☐	☐	☒
Police protection?	☐	☐	☐	☒
Schools?	☐	☐	☒	☐
Parks?	☐	☐	☐	☒
Other public facilities?	☐	☐	☐	☒

ENVIRONMENTAL SETTING

The Collegeville Fire Protection District (Protection District) responds to emergencies at the former NCWF/CTCA project site. Chief Dennis Faist was contacted on December 4, 2007 to obtain current information about the Protection District's equipment, staffing, and levels of service. This paragraph summarizes information provided by Chief Faist. The Protection District's fire station is located at 13225 South Mariposa Road, 2 miles east of the project site, and its service area is 30 square miles. The all volunteer fire district includes one chief and nine fire fighters, all of whom are State certified first responders. Four of the fire fighters are trained emergency medical technicians. The Fire Protection District has two class two fire trucks and a 4,000-gallon capacity water tender. The Insurance Service Office (ISO) rates community fire protection services countrywide to establish appropriate fire insurance premiums for residential and commercial properties. Fire protection services receive a classification from 1 to 10. Class 1 represents exemplary public protection and Class 10 indicates that the area's fire suppression program does not meet ISO's minimum criteria. The Protection District's ISO rating is Class 8 within a five-mile radius of the station. This means that in addition to having the organization and equipment necessary to receive an ISO rating, the Protection District has the water supply to deliver 250 gpm for a minimum duration of two hours and has the equipment needed to deliver the 250 gpm at a minimum pressure of 150 pounds per square inch. The City of Stockton's ISO rating is Class 1. The Protection District has responded to approximately one emergency call per year from the project site over the last dozen years. Emergency calls have been primarily medical (injuries, heat exhaustion, etc.), with the exception of a small kitchen fire that occurred when the project site was the NCWF. No structural fires have occurred at the existing facilities on the project site. Chief Faist stated that the current level of fire protection at the project site is "well above adequate." The Protection District is in the County Mutual Aid Agreement with every fire district in San Joaquin County (Chief Faist, pers. comm., 2007). The next nearest fire station, Engine Company 12, is slightly more than 6 miles from the project site (CDCR 1996).

CDCR staffs correctional facilities with fully armed officers who are equipped to manage security. CDCR handles all law enforcement needs at its facilities and rarely requires assistance from county sheriff departments. The San Joaquin County Sheriff's Department responds to emergency calls from CDCR within the county on an as-needed

basis in accordance with the County Mutual Aid Agreement (CDCR 1996). The county Sheriff's Department is located at 7000 Michael Candless Boulevard in French Camp, more than 6 miles west of the project site.

The nearest school to the project site is the Collegeville Elementary School located approximately 2 miles west of the project site. The project site is located in the Escalon Unified School District. Pursuant to California Education Resources Code section 17620 no school district may impose school impact fees. Pursuant to California Government Code 65974, San Joaquin County may not impose school impact fees. Pixie Woods-Lewis Park, the nearest park to the project site, is located approximately nine miles northwest from the project site on the west side of Interstate 5. The former NCWF/CTCA has recreational facilities including a gym. Inmate recreational facilities are proposed for the NCRF, but these would not impact public recreational facilities.

DISCUSSION

a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:

Fire protection

The Collegeville Fire Protection District currently provides emergency services to the former NCWF/CTCA facilities. The Protection District would continue to provide emergency services to the project site. An impact would be potentially significant if construction of the proposed project would require the Protection District to construct new facilities or alter existing facilities to maintain its performance objectives and the construction of those improvements would result in substantial adverse physical impacts. The Protection District's fire protection service to the project site is currently above adequate. Construction of the project would not require the construction of new or alteration of existing Protection District facilities (Chief Faist, pers. comm., 2007). Because the Protection District is included in the County Mutual Aid Agreement, Chief Faist anticipates that there would be no change in its performance objectives (pers. comm., 2007). Therefore, the project would have **no impact** on fire protection services and no mitigation is required.

Police protection

The proposed project would be a reentry correctional facility that employs on-site staff to monitor inmates and visitors. Any demand on the county Sheriff's Department would be back-up assistance under the County Mutual Aid Agreement. The project would not require the construction of a sheriff's substation or addition to the existing Sheriff Department building in French Camp for the Sheriff to provide assistance. Therefore, the proposed project would create **no impact** on local law enforcement agency services and no mitigation is required.

Schools

Because the proposed project would generate new employment opportunities, there may be a potential population growth and therefore, an increase in the student population. Implementation of the proposed project would result in an increase of 381 new employees. As discussed in the "Population and Housing" section of this initial study, CDCR estimates that approximately 75% of new employment positions at correctional facilities are filled by people located outside the local area due to the need for experienced personnel. Based on CDCR zip code data for existing CTCA employees, future employees are most likely to reside in the following nearby cities: Stockton, Elk Grove, Sacramento, and Galt. For the purposes of this analysis, it is assumed that all of the new personnel (381 people and their families) would relocate to the region. It assumes that the average household size is three persons in San Joaquin County and 2.64 persons in Sacramento County. Therefore, the project could result in an increase of 954 people in the region (see Table 9 in "Population and Housing"). The families of relocated

employees would bring school-age children to the region and cities listed above. It is not expected that new residences would result in the demand for the construction of a new school or alteration of an existing school to add a classroom because the new residents would be distributed throughout the region. Homes that are constructed in these communities would be subject to any adopted school impact fees, which are used to partially fund the construction of schools. Therefore, the potential increased population of school-aged children would be a **less-than-significant** impact.

Parks

The project site is located nine miles away from the nearest park. Project construction would have **no impact** on the park. Project operation would not interfere with the implementation of the county's General Plan recreation policies (see the "Recreation" section of this initial study for a discussion of recreation).

Other Public Facilities

The CDCR is expected to provide on-site services such as counseling, job training, and housing placement services, which would not draw directly from existing services in the surrounding community. The project would result in **no impact**.

RECREATION

	ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XIV.	**Recreation. Would the project:**				
	a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☒	☐
	b) Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?	☐	☐	☒	☐

ENVIRONMENTAL SETTING

Implementation of the proposed project would result in an increase of an estimated 381 new staff at the project site. The project site provides adequate on-site recreational facilities for its prison inmate population, and the proposed project would not affect those facilities.

DISCUSSION

a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

Because the proposed project would generate new employment opportunities, there would be a potential for growth-induced population increases. Implementation of the proposed project would result in an increase of 381 new employees. As discussed in "Population and Housing," based on actual employee distribution patterns of CDCR employees at the former CTCA facility, approximately 21% of the 381 employees would be projected to live in the City of Stockton, approximately 17% would be projected to live in the City of Elk Grove, and approximately 17% would be projected to live in the City of Sacramento. Smaller percentages of employees would be projected to live in Galt and other cities. In addition, based on CDCR estimates, it is anticipated that approximately 75% of the new project site employees would come from outside the local area, and 25% of the new employment positions would be filled by existing area residents. Because it is estimated that approximately 25% of the new employees would come from the local area, and all new employees would be distributed among several cities throughout the region, increased demand for recreational facilities in any one area would be low. More specifically, any increase in the use of existing neighborhood and regional parks or other recreational facilities that may occur as a result of these new employees would not be substantial in any one community and would not be expected to cause substantial deterioration of these facilities. This impact would be considered **less than significant**.

b) Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?

Recreational facilities for prison inmates would be provided as part of the proposed project; the proposed project does not include construction of new parks or modifications to existing off-site recreational facilities.
As discussed in a) above, implementation of the proposed project would not result in the substantial physical deterioration of existing recreational facilities, either on- or off-site. Therefore, the recreational needs for the

proposed staffing increase of 381 new employees would be served by existing recreational facilities in the region, and the project would not require any new recreational facilities. Because the project does not include and would not require the construction or expansion of off-site recreational facilities, this impact would be considered **less than significant**.

TRANSPORTATION/TRAFFIC

	ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XV.	**Transportation/Traffic. Would the project:**				
	a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?	☒	☐	☐	☐
	b) Exceed, individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?	☒	☐	☐	☐
	c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	☒	☐	☐	☐
	d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☒	☐	☐	☐
	e) Result in inadequate emergency access?	☒	☐	☐	☐
	f) Result in inadequate parking capacity?	☒	☐	☐	☐
	g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	☒	☐	☐	☐

ENVIRONMENTAL SETTING

Primary regional access is provided by SR 99, a north-south highway west of the project site. Arch Road and Airport Way provide the project site access to the City of Stockton. Two driveways, one in/out and the other strictly out, provide the project site ingress/egress to Arch Road. Brief descriptions of the principal roads and highways serving the study area follow.

State Route 99 – SR 99 provides regional access to the project site. Running parallel to Interstate 5 in the north-south direction, SR 99 provides four travel lanes. The posted speed limit is 55 miles per hour (mph).

Arch Road – Arch Road is the northern boundary of the project site. It is a two lane, east-west road that is classified as a minor arterial. In the westbound direction, Arch Road provides left-turn bays for the project site's driveways.

Austin Road – Austin Road is a two-lane north-south road that forms the eastern boundary of the project site. Austin Road extends from East Mariposa Road and Caswell Memorial State Park (north of SR 132). It is classified as a local street.

Newcastle Road – Newcastle Road is a two-lane, north-south roadway. Parallel to Austin Road, Newcastle Road is west of the project site. This street is also classified as a local street.

Transit – The project site is currently not served by public transit service.

DISCUSSION

a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?

This impact is considered **potentially significant**. Traffic impacts will be analyzed and discussed in the EIR.

b) Exceed, individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?

This impact is considered **potentially significant**. Traffic impacts will be analyzed and discussed in the EIR.

c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that result in substantial safety risks?

This impact is considered **potentially significant**. Traffic impacts will be analyzed and discussed in the EIR.

d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

This impact is considered **potentially significant**. Traffic impacts will be analyzed and discussed in the EIR.

e) Result in inadequate emergency access?

This impact is considered **potentially significant**. Traffic impacts will be analyzed and discussed in the EIR.

f) Result in inadequate parking capacity?

This impact is considered **potentially significant**. Traffic impacts will be analyzed and discussed in the EIR.

g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?

This impact is considered **potentially significant**. Traffic impacts will be analyzed and discussed in the EIR.

UTILITIES AND SERVICE SYSTEMS

	ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XVI.	**Utilities and Service Systems. Would the project:**				
a)	Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☒	☐
b)	Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☒	☐	☐	☐
c)	Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☒	☐
d)	Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	☒	☐	☐	☐
e)	Result in a determination by the wastewater treatment provider that serves or may serve the project that it has adequate capacity to serve the project's projected demand, in addition to the provider's existing commitments?	☐	☐	☒	☐
f)	Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	☒	☐
g)	Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☐	☒	☐

ENVIRONMENTAL SETTING

Existing utilities including water and storm drains are currently located at the project site. Electrical and telephone services are independent of the NCYCC and project site. Wastewater is treated off-site by the City of Stockton. The proposed project would provide 500 beds for a total population of 500 inmates.

Wastewater

The City of Stockton Regional Wastewater Control Facility provides wastewater treatment and disposal service to both the project site and the nearby NCYCC. Wastewater from the project site flows through sewage grinders and into a 10-inch diameter sewer that conveys the flows to NCYCC. The wastewater is subsequently pumped into a 21-inch diameter sewer that discharges into the City of Stockton's wastewater collection system. Conditions of wastewater treatment and disposal service are administered by an agreement between CDCR and the City of Stockton and by an Industrial Wastewater Discharge Permit issued by the City of Stockton. The permitted maximum wastewater discharge from NCYCC (including the former NCWF) is 800,000 gpd. Between January 2002 and December 2005, the peak month average daily flow (ADF) was approximately 620,000 gpd. In a preliminary study, an estimated total proposed population at the former NCWF was 1,140 inmates compared to

the actual planned 500 inmates. Even with this over-estimate of 1,140 inmates at the former NCWF, the projected flow was estimated to be 498,000 gpd, which is substantially less than the permitted amount. (CDCR 2007).

Stormwater

The site naturally drains from the east to west. The topography of the site is relatively flat with a drop of approximately three feet in elevation across the half-mile east-west width of the site. Stormwater runoff at the project site is conveyed by storm drain lines through NCYCC to a pump station, and then discharged into drainage channels which empty into a detention basin that is approximately one acre in size in the southeast corner of the facility (CDCR 1995). The water is stored in this basin until the water level in Little Johns Creek recedes, at which time the stored water may be pumped into South Little Johns Creek as part of an existing grandfather agreement (Jaime, pers. comm., 2008). A grandfather clause is the functional equivalent of a WDR for this overflow discharge from the NCYCC detention basin into South Little Johns Creek. The CVRWQCB may issue site-specific WDRs, or waivers to WDRs, for certain waste discharges to land or waters of the state such as minor dredging activities and construction dewatering activities that discharge to land. However, at least since the current chief of NCYCC plant operations began working at the facility in 1995, water from this detention basin has not been pumped into South Little Johns Creek (Jaime, pers. comm., 2008).

Solid Waste Materials Disposal

NCYCC has a garbage truck which would transport solid waste from the proposed project to the Forward Landfill 2 miles to the south. The Forward landfill has a remaining estimated capacity of approximately 31 million cubic yards and is expected to reach its capacity in 2020 (CIWMB 2007; Karl 2007).

DISCUSSION

a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?

The neighboring NCYCC site, which collects project site wastewater, is the nearest facility covered under the Regional Water Quality Control Board Central Valley Region's Sanitary Sewer Overflow general order (RWQCB, pers. comm., 2007).

The proposed project would add 381 employees with a maximum of 500 inmates combined with an estimated current population of 1,000 wards at NCYCC (CDCR 2007). Relative to past populations, the difference in wastewater generated by this combined population, following project implementation, would be relatively small.

The City of Stockton's Regional Wastewater Control Facility provides wastewater treatment and disposal service to the project site and issued an Industrial Wastewater Discharge Permit that allows a maximum wastewater discharge from NCYCC (including NCWF) of 800,000 gpd. As described above, combined flows from the project and other facilities at NCYCC would be substantially less than this amount. Therefore, implementing the proposed project would not cause wastewater effluent to exceed wastewater treatment requirements for the project site, and this impact would be **less than significant**.

b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

WATER

The proposed project would require trench excavation to install water lines. The proposed project includes a new booster pump station and hydropneumatic tank to be constructed on the former NCWF/CTCA site and a storage

tank to be constructed on the NCYCC or former NCWF/CTCA site (CDCR 2007). The areas where these elements would be constructed may experience significant environmental effects due to ground disturbance. New water lines would be needed to connect the site with the City of Stockton water lines .adjacent to state-owned property in the project site vicinity.

Because the proposed water lines, booster pump station, hydropneumatic tank, and storage tank may be placed on or within undisturbed areas, the placement of which could cause significant environmental effects, water treatment facility construction impacts are considered **potentially significant**. These impacts will be analyzed and discussed in the EIR.

WASTEWATER

As described in a) above, the projected wastewater flow is substantially less than the permitted amount of 800,000 gpd. Therefore, no new or expanded wastewater treatment facilities would be required (CDCR 2007) and impacts related to wastewater would be considered **less than significant**.

c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

A stormwater detention basin is located in the southeastern corner of the NCYCC property to accommodate stormwater runoff from the project site. The proposed project would involve the construction of approximately 28,000 square feet of impervious surface (slightly more than ½ acre), and these new facilities would require minor modifications to the existing stormwater drainage infrastructure. However, as described in "Hydrology and Water Quality," the proposed project would not result in physical alteration of the drainage course in a manner which would result in substantial on- or off-site erosion or siltation, and the grading and drainage conveyances associated with proposed project construction would be designed in accordance with applicable standards. Although preliminary drainage plans have not yet been developed for the proposed project, sufficient land area is available at the project site to accommodate any necessary stormwater drainage facilities, and any new or expanded stormwater drainage facilities would be located within a previously developed portion of the NCYCC property.

Because the project would not result in physical alteration of the drainage course in a manner that would result in substantial on- or off-site erosion or siltation, any new or expanded stormwater drainage facilities would be located on previously disturbed areas of the NCYCC site, and sufficient land area is available to accommodate any necessary stormwater drainage facilities at the project site, impacts related to stormwater drainage facility construction would be **less than significant**.

d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?

The proposed project would increase demand on city water supplies for potable water and irrigation needs. However, the ability of the City of Stockton to supply water to the project is limited due to increasing demands on the existing water system, and uncertain Delta water supplies and associated legal issues. Because proposed project water demand could exceed available water supply, this impact is considered potentially significant. Therefore, water supply impacts are **potentially significant** and will be analyzed and discussed in the EIR.

e) Result in a determination by the wastewater treatment provider that serves or may serve the project that it has adequate capacity to serve the project's projected demand, in addition to the provider's existing commitments?

See the discussion under Item a) above. Based on that discussion, this impact is considered less than significant.

f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?

Operation of the proposed project would result in additional solid waste. Solid waste from the proposed reentry facility would be transported to the Forward landfill in San Joaquin County. The Forward landfill has an estimated remaining capacity of approximately 31 million cubic yards and is expected to reach its capacity in 2020. Based on CDCR estimates, the average solid waste generation rate is 8.5 pounds per inmate per day. Therefore, the proposed project would generate approximately 4,250 pounds or approximately 3.4 cubic yards of solid waste per day (8.5 multiplied by 500 and 4,250 divided by 1,250 lbs per cubic yard). The increased solid waste production represents a small increase relative to overall existing production, and the Forward landfill has adequate capacity to serve projected waste disposal needs of the community well into the future. Because the Forward landfill has sufficient capacity to serve the project's solid waste disposal needs, impacts would be **less than significant**.

g) Comply with federal, state, and local statutes and regulations related to solid waste?

Less-than-Significant Impact. Solid waste from operations would be collected on a regular basis and would be disposed of at a landfill permitted to receive the solid waste generated by the proposed project. Thus, the proposed project would comply with all federal, state, and local statutes and regulations related to solid waste and this impact is considered **less than significant**.

MANDATORY FINDINGS OF SIGNIFICANCE

	ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XVII.	**Mandatory Findings of Significance.**				
	a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of an endangered, rare, or threatened species, or eliminate important examples of the major periods of California history or prehistory?	☒	☐	☐	☐
	b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)	☒	☐	☐	☐
	c) Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☐	☒

Authority: Public Resources Code Sections 21083 and 21087.

Reference: Public Resources Code Sections 21080(c), 21080.1, 21080.3, 21082.1, 21083, 21083.3, 21093, 21094, 21151; *Sundstrom v. County of Mendocino*, 202 Cal.App.3d 296 (1988); *Leonoff v. Monterey Board of Supervisors*, 222 Cal.App.3d 1337 (1990).

DISCUSSION

a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of an endangered, rare, or threatened species, or eliminate important examples of the major periods of California history or prehistory?

As evaluated in this IS/MND, the proposed project would not substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of an endangered, rare, or threatened species, or eliminate important examples of the major periods of California history or prehistory. However, because implementation of the project would result in potentially significant impacts to biological and cultural resources, these impacts are considered **potentially significant**, and will be analyzed and discussed in the EIR.

b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)

The proposed project has the potential to contribute to cumulatively considerable air quality and water quality effects resulting from construction emissions and discharges to surface waterways. These impacts are considered **potentially significant** and will be analyzed and discussed in the EIR.

c) Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?

No Impact. As discussed in the analysis above, the project will not have environmental effects that will cause substantial adverse direct or indirect effects on human beings.

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