JUDICIAL COUNCIL OF CALIFORNIA

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MEMORANDUM

Date
December 21, 2022

To
Martin Hoshino
Administrative Director

From
Pella McCormick
Director of Facilities Services

Subject
Addendum to the Environmental Impact Report for the New Ukiah Courthouse, Superior Court of Mendocino County

Action Requested
Adopt Addendum to the New Ukiah Courthouse Environmental Impact Report

Deadline
December 30, 2022

Contact
Hilda Iorga, Facilities Supervisor
Environmental Health & Safety
916-263-1541 phone
Hilda.Iorga@jud.ca.gov

Request:
Staff requests the Administrative Director sign the attached determination (Exhibit A), which adopts the Addendum to the Environmental Impact Report ("EIR") for the new Ukiah Courthouse ("Project").

Background and Discussion
In conjunction with the acquisition of the Project site, and in compliance with the California Environmental Quality Act ("CEQA"), the Judicial Council's Administrative Director adopted the EIR for the Project on April 20, 2012. The 2012 EIR evaluated two potential sites for the courthouse – the Library site and the Railroad Depot site. Concurrent with concluding the environmental review process pursuant to CEQA, the Judicial Council selected and approved acquisition of the Railroad Depot site for the project. In 2016, the Judicial Council acquired **a portion** of the Railroad Depot site (2016 Grant Deed recorded April 21, 2016) and is now proposing to construct the courthouse facility.

In general, the features, design, and implementation process of the project's conceptual site options, as developed in 2022, are consistent with the project as analyzed in the 2012 EIR. However, the 2022 conceptual design proposes to use only a portion of the Railroad Depot site, and the project is somewhat reduced in size and capacity from what was evaluated in the 2012 EIR. More specifically, the Judicial Council did not acquire the portion of the Railroad Depot site on which the railroad depot sits.

The Judicial Council has determined that the 2022 conceptual design project has similar or reduced environmental impacts as those described in the 2012 EIR. There are no new significant environmental impacts or previously identified significant impacts made more severe by proposed changes, new circumstances, or new information. Therefore, the Judicial Council has determined CEQA Guidelines section 15162 does not require preparation of a subsequent or supplemental EIR. Rather, the Judicial Council has determined that an EIR addendum should be prepared as the appropriate CEQA document to supplement the 2012 EIR to reflect the final conceptual design project, in accordance with CEQA Guidelines section 15164. In particular, the Addendum evaluates the reduced impact of the project on historic resources and revises the mitigation measures for the project accordingly.

The 2012 EIR Mitigation Measure 4.4-1 addresses potential adverse effects to historic resources. 2012 EIR Impact 4.4-1 noted four historic sites adjacent to the project area (the railroad depot, the Northwestern Pacific railroad grade, the railroad depot silo foundation, and the railroad turntable/possible roundhouse), which could potentially be affected by project construction. Consistent with Mitigation Measure 4.4-1, which requires that Judicial Council update site records and obtain State Historic Preservation Office (SHPO) concurrence regarding the eligibility determinations for the historic resources identified within the site, a Historic Resources Evaluation (HRE) was prepared in 2022. Two of the four resources – the silo foundation and the railroad turntable/possible roundhouse – were no longer extant in 2022. Of the remaining resources, the HRE concluded that only the railroad depot is eligible for individual listing in the California Register of Historical Resources and the National Register of Historic Places but does not meet the criteria necessary for listing as a California Historic Landmark.

SHPO consultation is required for actions that may impact state-owned historic resources (Public Resource Code 5024 and 5024.5). The railroad depot was not included on the parcel purchased by the Judicial Council for construction of the New Ukiah Courthouse; accordingly, project construction will have no impact on the railroad depot. Thus, the requirement in EIR Mitigation Measure 4.4-1 requiring Judicial Council consultation with SHPO for concurrence of eligibility as a historic resource is no longer applicable to the project. Mitigation Measure 4.4-1 has been amended to reflect the change.

Since the EIR for the Project was adopted by the Administrative Director pursuant to the Judicial Council's Site Acquisition and Selection Policy for Court Facilities, the Addendum to the EIR must also be adopted by the Administrative Director.

Deadline:
Staff requests Exhibit A be signed by December 30, 2022.

Attachments:
Exhibit A: Administrative Director's Determination Adopting the Addendum to the Judicial Council of California New Ukiah Courthouse Environmental Impact Report
Attachment 1 – Addendum to the Judicial Council of California New Ukiah Courthouse Environmental Impact Report
Exhibit B: Memorandum re Administrative Director's Determination Adopting the Final Environmental Impact Report for the Ukiah Courthouse Project
Exhibit C: Final Environmental Impact Report (link only)
Exhibit D: Environmental Impact Report – Mitigation Monitoring Plan (link only)

December 22, 2022

EXHIBIT A

Administrative Director's Determination Adopting the Addendum to the Environmental Impact Report for the New Ukiah Courthouse Project

Whereas, the Judicial Council of California ("Judicial Council"), as the lead agency, adopted an Environmental Impact Report ("EIR") for the new courthouse in Ukiah for the Superior Court of California, County of Mendocino ("Project") on April 20, 2012, in compliance with the California Environmental Quality Act ("CEQA"); and

Whereas, the Judicial Council subsequently acquired a parcel to construct the Project, which was smaller than the site anticipated under the EIR; and

Whereas, Mitigation Measure ("MM") 4.4-1, as currently drafted in the EIR, requires that the Judicial Council update site records and obtain State Historic Preservation Office (SHPO) concurrence regarding the eligibility determinations for the historic resources identified within the Project site. However, the Project site no longer includes the area with historic structures. Thus, the requirement in MM 4.4-1 requiring Judicial Council consultation with SHPO for concurrence of eligibility as a historic resource is no longer applicable to the Project and the Judicial Council has amended MM 4.4-1 to clarify that Project construction will have no impact to historic structures and to remove the requirement to consult with SHPO.

Whereas, the Administrative Director has carefully reviewed the Addendum to the EIR (Attachment 1) and finds that some changes or additions are necessary to the EIR, but none of the conditions described in CEQA Guidelines section 15162 calling for preparation of a subsequent EIR have occurred; and

Whereas, all other legal prerequisites to the adoption of this Determination have occurred,

Therefore, the Administrative Director hereby finds, determines, declares, orders, and resolves that:

1. **Recitals**. All the recitals stated above are true and correct.

2. **Compliance with CEQA**. The Administrative Director reviewed and considered the information contained in the Addendum to the EIR (Attachment 1) and makes the following specific findings with respect thereto:

    a. That the Addendum to the EIR (Attachment 1) prepared for the Project is a complete and accurate reporting of the environmental impacts associated with the Project as pertains to the subject matter contained therein;

b. That the Addendum to the EIR (Attachment 1) is in accordance with CEQA and the State CEQA Guidelines;

c. That the Addendum to the EIR (Attachment 1) reflects the independent judgment of the Administrative Director.

3. **Location and Custodian of Records.** The location and custodian of records with respect to all the relevant documents and any other material that constitutes the administrative record for the Addendum to the EIR, the EIR and any associated project-specific technical appendices, if any, and related public documents is:

Ms. Jennifer Chappelle, Manager, Risk Management
Facilities Services
Judicial Council of California
2860 Gateway Oaks, Suite 400
Sacramento, CA 95833-3509

4. **Adoption of Addendum to the EIR.** The Administrative Director of the Courts hereby adopts the Addendum to the EIR.

APPROVED AND ADOPTED by the Administrative Director on the 22nd of December, 2022.

Martin Hoshino
Administrative Director
Judicial Council

Addendum to
New Ukiah Courthouse
Environmental Impact Report

State Clearinghouse #2011042089

December 2022

Prepared for:

Judicial Council of California, Facilities Services
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Section 1. Introduction

1.1. BACKGROUND

In April 2012, the Judicial Council of California (Judicial Council) certified a Final Environmental Impact Report (2012 EIR; State Clearinghouse No. 2011042089) and adopted a Mitigation Monitoring and Reporting Program (MMRP) for the New Ukiah Courthouse project (project or Courthouse project), which comprised acquisition of land for and construction of a new courthouse in Ukiah, California, for the Superior Court of Mendocino County. The 2012 EIR evaluated two potential sites for the courthouse – the Library site and the Railroad Depot site. Concurrent with concluding the environmental review process pursuant to the California Environmental Quality Act (CEQA), the Judicial Council selected and approved acquisition of the Railroad Depot site for the project. In 2016, the Judicial Council acquired a portion of the Railroad Depot site (Mendocino County Clerk Recorder 2016) and is now planning to construct the courthouse facility. The Judicial Council has prepared conceptual site options for the Railroad Site (CannonDesign + Silling 2022). This addendum evaluates whether further CEQA review is required prior to approving the final design and construction of the new courthouse (2022 conceptual design project).

1.2. REGULATORY GUIDANCE

CEQA Guidelines[1] section 15162(a) provides that when an EIR has been certified for a project, no subsequent EIR shall be prepared for that project unless the lead agency determines, on the basis of substantial evidence in the light of the whole record, that one or more of the following circumstances exist:

1) Substantial changes are proposed in the project that require major revisions to the previous EIR due to involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
2) Substantial changes occur in the circumstances under which the project is undertaken that require major revisions of the previous EIR due to involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or
3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete, shows any of the following:
    A) The project will have significant effects not discussed in the previous EIR;
    B) Significant effects previously examined will be substantially more severe than shown in the previous EIR;
    C) Mitigation or alternatives previously found not feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponent declines to adopt the mitigation measure or alternative; or
    D) Mitigation or alternatives that are considerably different from those analyzed in the previous EIR would substantially reduce significant effects on the environment, but the project proponent decline to adopt the mitigation measure or alternative.

CEQA Guidelines section 15164(b) provides that the Lead Agency may prepare an addendum to a certified EIR if some changes are necessary but none of the conditions described in section 15162 have occurred. A brief explanation of the decision not to prepare a subsequent EIR pursuant to section 15162 must be included in the addendum, the Lead Agency's findings on the project, or elsewhere in the record. The explanation must be supported by substantial

[1] All references to the CEQA Guidelines refer to 14 California Code of Regulations section 15000 *et seq.*

evidence. CEQA Guidelines section 15164(c) provides that an addendum need not be circulated for public review but can be included in or attached to the adopted EIR.

1.3. PURPOSE OF DOCUMENT

The purpose of this addendum is to evaluate whether further environmental review is required pursuant to CEQA prior to approving the final design and construction of the New Ukiah Courthouse. This addendum supplements the project description and environmental impact analysis contained in the 2012 EIR. The scope of the addendum is limited to 1) identifying project changes, 2) presenting environmental analysis of the changes or new information not previously addressed, and 3) evaluating the adequacy of the 2012 EIR mitigation measures in light of the proposed conceptual design and any new information. CEQA Guidelines section 15164 does not prescribe the exact content of an addendum but provides the addendum may be include in or attached to the certified EIR. As such, an addendum need not include a revised version of the previously certified EIR.

1.4. ENVIRONMENTAL REVIEW PROCESS AND CONCLUSION SUMMARY

Pursuant to CEQA Guidelines section 15162(a), the Judicial Council has reviewed the conceptual site design and the 2012 EIR to determine:

1) whether project changes create new significant or more severe project impacts,
2) whether changed circumstances or new information involves new significant or more severe impacts or requires new analysis, and
3) whether any identified new significant or more severe impacts are adequately addressed by previously approved project mitigation.

The Courthouse project features, design, and implementation process as set forth in the conceptual site options are consistent with the project analyzed in the 2012 EIR. The 2022 conceptual design project is proposed for a portion of one of the two sites evaluated by the 2012 EIR – the Railroad Depot site – and is somewhat reduced in size and capacity from what was evaluated in the 2012 EIR. More specifically, the Judicial Council did not acquire the parcel of the Railroad Depot site on which the railroad depot sits. The Judicial Council has determined that the 2022 conceptual design project has similar or reduced environmental impacts as those described in the 2012 EIR. There are no new significant environmental impacts or previously identified significant impacts made more severe by proposed changes, new circumstances, or new information. Therefore, the Judicial Council has determined CEQA Guidelines section 15162 does not require preparation of a subsequent or supplemental EIR. Rather, the Judicial Council has determined that an EIR addendum should be prepared as the appropriate CEQA document to supplement the 2012 EIR to reflect the final conceptual design project, in accordance with CEQA Guidelines section 15164.

Section 2. Project Description

2.1. OVERVIEW OF NEW UKIAH COURTHOUSE PROJECT

The Judicial Council has determined a new courthouse facility is needed to replace the existing Mendocino County Courthouse located on North State Street, in Ukiah. The existing facility, built in 1950, no longer meets the Superior Court of California's needs. It is lacking in aspects such as modern security, holding cells, accessibility, and technology and is operationally inefficient, has significant building envelope degradation, and possesses outdated mechanical and electrical systems (CannonDesign + Silling 2022).

2.2. 2012 EIR PROJECT DESCRIPTION

As described in the 2012 EIR[2], the New Ukiah Courthouse project comprised acquisition of property for and construction of a new, approximately 114,000 building gross square feet (GSF) courthouse in Ukiah, including nine courtrooms. The new courthouse would replace the court space and functions in the existing Ukiah Courthouse, including space for court operations and administration, criminal/civil/traffic/family law divisions, collaborative court, jury assembly and services, self-help, security operations and holding, building support, and parking, with the specific building design and plan to depend on the final site selected. Including the three-story courthouse structure itself (footprint of 28,454 GSF), up to 270 parking spaces, vehicle/pedestrian circulation, landscaping, and other elements, the 2012 EIR estimated the project would require a 4.42-acre site (Draft EIR Table 3-1). As discussed above, the 2012 EIR evaluated both the Library site and the Railroad Depot site. Because the Judicial Council ultimately selected the Railroad Depot site, this addendum does not address the Library site further.

The approximately 10-acre Railroad Depot site, located south of East Perkins Street and west of Leslie Street, was utilized as the former Ukiah rail yard. Inactive railroad tracks form the western boundary of the site, and Gibson Creek flows through the site's northeastern portion. The site was largely vacant, with the exception of a historic train depot and two small warehouses, which are no longer present. Two test fit diagrams in the 2012 EIR (Draft EIR Figures 3-7a and 7b) indicated the project could fit within a subset of the larger Railroad Depot site and could avoid directly impacting the depot itself. Both diagrams assumed access via Hospital Drive and East Perkins, at an existing partially-built crossing of Gibson Creek. One alternative anticipated additional access via extensions of Clay Street and Peach Street.

The analysis assumed grading and excavating existing fill dirt, which would be reused and kept on-site, as needed, with excess soil material exported to an off-site location. Because the Railroad Depot Site was fully served by water, sewer, and drainage infrastructure, no significant improvements; construction of new water, wastewater, or storm drain facilities; or significant expansion of existing facilities was anticipated to be required for the courthouse facilities. The 2012 EIR anticipated courthouse construction and occupancy would take approximately two years and be completed by late 2016. Draft EIR section 3.6.6 describes best management practices (BMPs) addressing public information; stormwater, water quality, and soil erosion; air quality; and noise and vibration.

2.3. 2022 UKIAH COURTHOUSE PROJECT DESCRIPTION

In 2016 the Judicial Council acquired two tracts totaling 4.1 acres within the western portion of the original 10-acre Railroad Depot site covered by the 2012 EIR. Tract 1 comprises 1.47 acres south of Clay Street and Tract 2 comprises 2.63 acres north of Clay Street. Both tracts are contiguous with the inactive railroad tracks (Figure 1). The depot itself is on a separate but adjacent parcel and is not owned by the Judicial Council. Neither tract has any structures. Conceptual site options developed for the Judicial Council all propose building the courthouse and associated facilities such as parking on the north tract and building a parking lot on the south tract (CannonDesign + Silling 2022). Option 1 was further developed to address the requirements of the California Trial Court Facilities Standards, including a 25-foot setback around the entire building with additional barrier protection at the east and north of the main public entry (see section 3.3 in CannonDesign + Silling 2022). A 26-foot-wide fire truck lane is provided from East Clay Street around the west side of the building and exiting to the north on Courthouse Boulevard. A tree-lined pedestrian promenade connects the south lot to the bus

[2] The 2012 EIR comprises the Draft EIR, published in 2011 (RBF Consulting 2011), and the Final EIR (RBF Consulting 2012), published in 2012. This Addendum specifically lists the Draft EIR where information such as a table referenced in this Addendum is found in that document.

stop, public entry, north parking area, and East Perkins Street. Water retention areas line the eastern edge of the site.

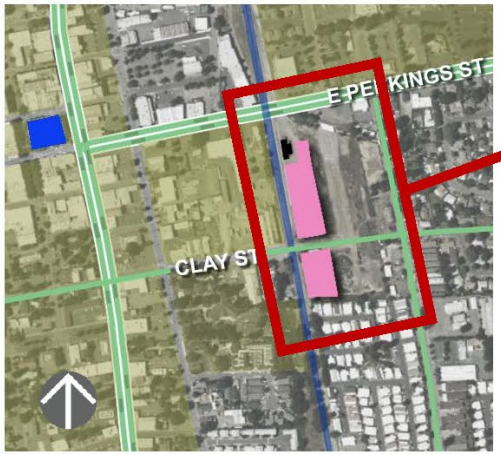
As described in the 2022 Criteria Document, the conceptual site diagram (Figure 2) has been designed to minimize any impacts the courthouse may have on the depot and Gibson Creek due to drainage and runoff consistent with the 2012 EIR. The three-story courthouse now proposed would be somewhat smaller than the original 2012 EIR proposal (Table 1).

Table 1. Comparison between 2012 EIR and 2022 Conceptual Design

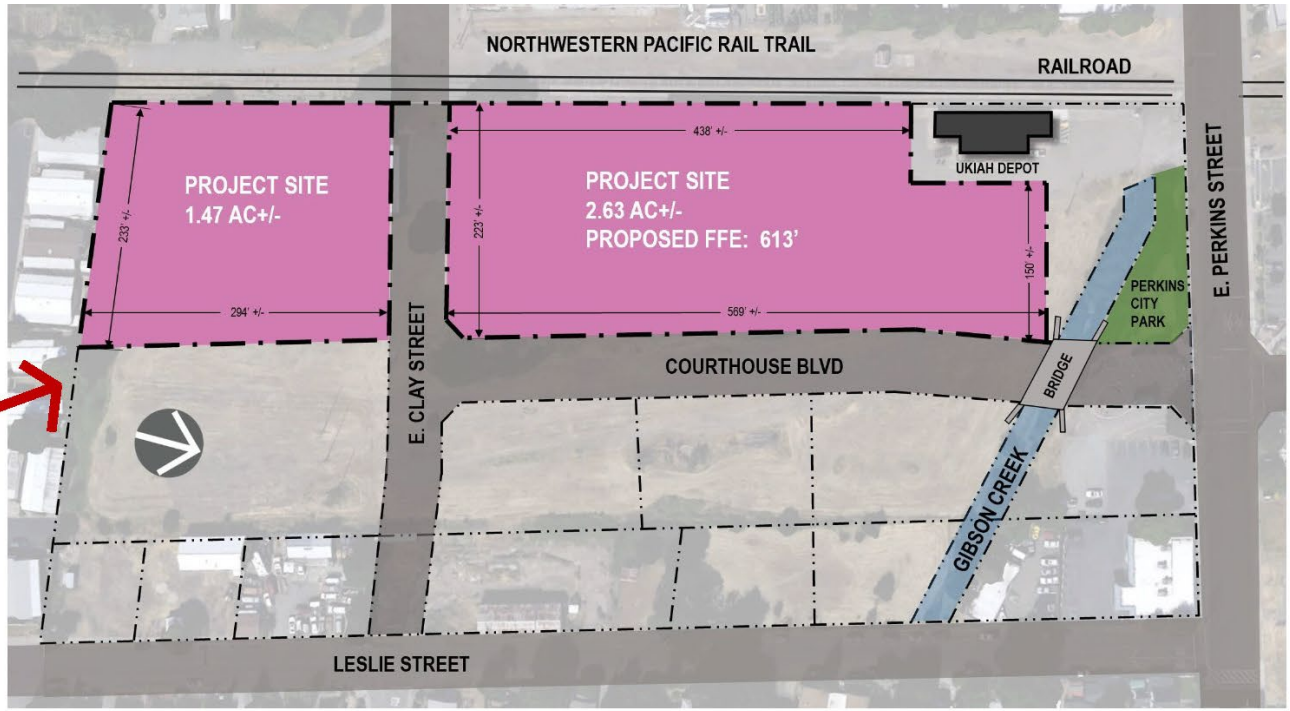
Project Component	2012 EIR	2022 Conceptual Design
Building GSF	114,000	77,887
Number of courtrooms	9	7
Surface parking spaces	270	149

The project would require extending two city streets. The primary site access would be via Courthouse Boulevard and East Perkins Street to the north. Courthouse Boulevard is a continuation of Hospital Drive on the south side of East Perkins Street along the eastern property line. It assumes finalizing a partially completed bridge over Gibson Creek. The second street improvement includes the extension of East Clay Street, which currently terminates at the western edge of the site. The new street would continue to the east and intersect Courthouse Boulevard. These street extensions are consistent with Access Alternative 2 in the 2012 EIR.

Railroad Depot



Project Location

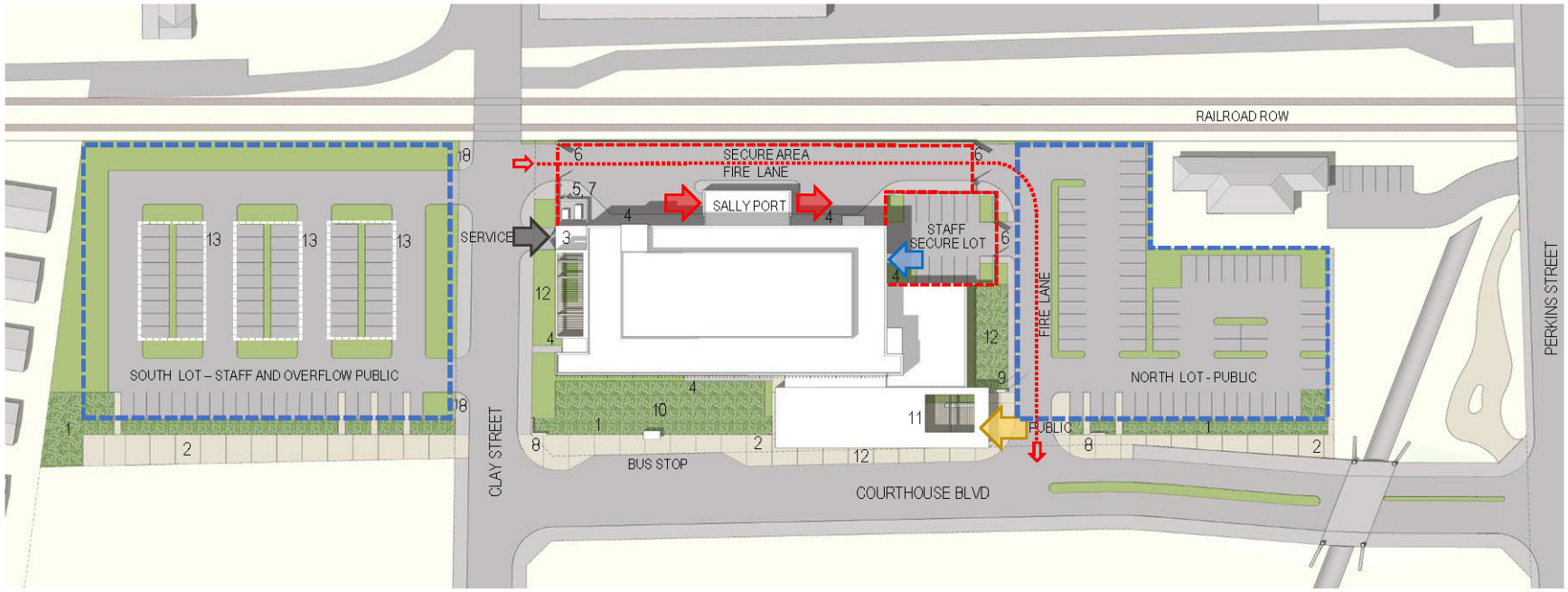


Project Site

Source: CannonDesign + Silling

Figure 1 Project Site Overview

New Ukiah Courthouse Project



Parking Summary

SOUTH LOT - 78
NORTH LOT - 71
SECURE LOT - 11
TOTAL - 160

Legend

1 - RETENTION AREAS
2 – PEDESTRIAN PROMENADE
3 - TRASH ENCL., DELIVERIES
4 - BUILDING EXIT
5 - EMERGENCY GEN. ENCL
6 – SECURE LOT GATE
7 – TRANSFORMER
8 - MONUMENT SIGN
9 – FLAGPOLES
10 - FRONT GARDEN
11 - ENTRY PLAZA
12 - 25' SECURITY SETBACK
13 – POSS PV PANEL CANOPIES

Source: CannonDesign + Silling

Figure 2 Conceptual Site Plan

New Ukiah Courthouse Project

Section 3. Environmental Impact Assessment

The 2012 EIR included mitigation measures addressing potentially significant impacts due to the following effects: changes to the site's visual character (Impact 4.1-3); lighting and glare (Impact 4.1-4); short-term construction emissions (Impact 4.2-2); exposure of sensitive receptors to substantial localized pollutant concentrations and toxic air containment emissions (Impacts 4.2-4 and 4.2-5); impacts on candidate, sensitive, or special-status species (Impact 4.3-1); impacts to federally-protected wetlands (Impact 4.3-3); impacts on movement of migratory fish or wildlife species or wildlife corridors (Impact 4.3-4); change in significance of a historical, archaeological, or unique paleontological resource or site (Impacts 4.4-1, 4.4-2, and 4.4-3); disturbance to human remains (Impact 4.4-4); greenhouse gases (Impact 4.5-1); hazards and hazardous materials (Impact 4.6-1); exposure to hazardous materials or site hazards during construction (Impact 4.6-2); short- and long-term exposure of existing sensitive receptors to project-generated increases in operational-related stationary and construction source noise levels (Impacts 4.9-1 and 4.9-4); construction traffic (Impact 4.10-1); intersection level of service (Impact 4.10-2); traffic and pedestrian site access hazards from an at-grade railroad crossing (Impacts 4.10-3 and 4.10-4); and bicycle facility effects (Impact 4.10-5).

Of these impacts, the 2012 EIR determined project development at the Railroad Depot site could have significant, unavoidable effects due to changes in the visual character of the project site (Impact 4.1-3), lighting and daytime glare (Impact 4.1-4), a change in significance of a historical resource (Impact 4.4-1), project-generated emissions of greenhouse gases (Impact 4.5-1), and intersection level of service (Impact 4.10-2). The complete list of impacts and mitigation measures is in the project MMRP (Attachment 1).

This section presents an analysis of how the proposed 2022 conceptual design of the Courthouse project at the Railroad Depot site affects the analysis and impact conclusions of the respective environmental factors in the 2012 EIR. The analysis is based on the current CEQA Environmental Evaluation Checklist (CEQA Guidelines Appendix G), which has expanded since 2012 to address new environmental factors and thresholds, e.g., tribal cultural resources, vehicle miles traveled, and wildfire. Discussion is included below the tables where additional information aids the analysis.

For each potential environmental effect, the checklist and subsequent discussion identifies:

1) Where the impact was previously addressed in the 2012 EIR;
2) Whether the 2022 conceptual design would result in new significant impacts or substantially more severe significant impacts;
3) Whether any new circumstances exist that would change the conclusions of the 2012 EIR by introducing new significant impacts or substantially more severe significant impacts;
4) Whether any new information exists that could affect the significance conclusions of the 2012 EIR and require new analysis or verification; and
5) Whether the mitigation required in the 2012 EIR remains adequate to address project impacts.

Note: Numbering of thresholds in tables is consistent with the 2022 CEQA Checklist and may vary from the 2012 EIR.

3.1. AESTHETICS

Would the project:	***Where Impact was Analyzed in 2012 EIR***	***Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?***	***Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts? Any New Information Requiring New Analysis or Verification?***	***Do 2012 EIR Mitigation Measures Address/ Resolve Impacts?***
1.a. Have a substantial adverse effect on a scenic vista?	Draft EIR section 4.1.3; Impact 4.1-1	No. The 2022 conceptual design project is in the same location and does not include new elements that would substantially affect scenic vistas. The impact would remain less than significant.	No. Neither new circumstances nor new information has arisen since the 2012 EIR that would affect the impact analysis or require new analysis or verification.	The 2012 EIR found impacts to scenic vistas to be less than significant. No mitigation was required. The 2022 conceptual design project does not create new significant or more severe impacts. No new mitigation is required.
1.b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	Draft EIR section 4.1.3; Impact 4.1-2	No. The 2022 conceptual design project is in the same location, which is not within view of a designated state scenic highway and would not damage scenic resources. No impact would occur.	No. Neither new circumstances nor new information has arisen since the 2012 EIR that would affect the impact analysis or require new analysis or verification.	The 2012 EIR found impacts to scenic resources to be less than significant. No mitigation was required. The 2022 conceptual design project does not create new significant or more severe impacts. No new mitigation is required.
1.c. In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from a publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	Draft EIR section 4.1.3; Impact 4.1-3b	No. The 2022 conceptual design project is in the same location and of the same overall character (project components, scale, and uses) as the project evaluated in the 2012 EIR. No new significant or substantially more severe impacts would occur. With a slightly smaller building and reduced parking area, the visual impact of the 2022 conceptual design may be somewhat reduced, albeit at a very minimal level.	No. Neither new circumstances nor new information has arisen since the 2012 EIR that would affect the impact analysis or require new analysis or verification.	The 2012 EIR found impacts to the site's visual character to be potentially significant. Measure 4.1-3b was adopted to reduce the impact, but the 2012 EIR concluded the impact could remain significant and unavoidable. The 2022 conceptual design project would not increase visual impacts. Measure 4.1-3b would address impacts, although the impact could remain significant and unavoidable. No new mitigation is required.

Would the project:	***Where Impact was Analyzed in 2012 EIR***	***Do <u>Proposed Changes</u> Involve New Significant Impacts or Substantially More Severe Impacts?***	***Any <u>New Circumstances</u> Involving New Significant Impacts or Substantially More Severe Impacts? Any <u>New Information</u> Requiring New Analysis or Verification?***	***Do 2012 EIR Mitigation Measures Address/ Resolve Impacts?***
1.d. Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area?	Draft EIR section 4.1.3; Impact 4.1-4b	No. The 2022 conceptual design project is in the same location and of the same overall character (project components, scale, and uses) as the project evaluated in the 2012 EIR. No new significant or substantially more severe impacts would occur. With a slightly smaller building and reduced parking area, the lighting and glare impact of the 2022 conceptual design may be somewhat reduced, albeit at a very minimal level.	No. Neither new circumstances nor new information has arisen since the 2012 EIR that would affect the impact analysis or require new analysis or verification.	The 2012 EIR found impacts from lighting and glare to be potentially significant. Measure 4.1-4b was adopted to reduce the impact, but the 2012 EIR concluded the impact could remain significant and unavoidable. The 2022 conceptual design project would not increase lighting or glare impacts. Measure 4.1-4b would address impacts, although the impact could remain significant and unavoidable. No new mitigation is required.

In summary, all potential impacts were previously addressed in the 2012 EIR; no project changes, changed circumstances, or new information affect the conclusions of the 2012 EIR. Although impacts to the project site's visual character and impacts from light and/or glare could remain significant, even with mitigation, the impacts would not be new or more severe compared to the 2012 EIR analysis. The mitigation measures remain effective and applicable; no new mitigation is warranted.

3.2. AGRICULTURAL AND FORESTRY RESOURCES

Would the project[3]*:*	***Where Impact was Analyzed in 2012 EIR***	***Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?***	***Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts? Any New Information Requiring New Analysis or Verification?***	***Do 2012 EIR Mitigation Measures Address/ Resolve Impacts?***
2.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?	Draft EIR Appx. A Environmental Checklist	No. The 2022 conceptual design project is in the same urbanized location, does not contain Farmland, and would not impact Farmland. No impact would occur.	No. Neither new circumstances nor new information has arisen since the 2012 EIR that would affect the impact analysis or require new analysis or verification.	The 2012 EIR found there would be no impacts. No mitigation was required. The 2022 conceptual design project does not create new significant or more severe impacts. No new mitigation is required.
2.b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?	Draft EIR Appx. A Environmental Checklist	No. The 2022 conceptual design project is in the same urbanized location, which is not zoned for agriculture and is not covered by a Williamson Act contract. No impact would occur.	No. Neither new circumstances nor new information has arisen since the 2012 EIR that would affect the impact analysis or require new analysis or verification.	The 2012 EIR found there would be no impacts. No mitigation was required. The 2022 conceptual design project does not create new significant or more severe impacts. No new mitigation is required.

[3] 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) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the State's inventory of forestland, including the Forest and Range Assessment Project and the Forest Legacy Assessment Project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board.

Would the project[3]:	***Where Impact was Analyzed in 2012 EIR***	***Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?***	***Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts? Any New Information Requiring New Analysis or Verification?***	***Do 2012 EIR Mitigation Measures Address/ Resolve Impacts?***
2.c. Conflict with existing zoning for, or cause rezoning of, forestland (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?	Draft EIR Appx. A Environmental Checklist	No. The 2022 conceptual design project is in the same urbanized location, which does not contain forest land or timberland. No impact would occur.	No. Neither new circumstances nor new information has arisen since the 2012 EIR that would affect the impact analysis or require new analysis or verification.	The 2012 EIR found there would be no impacts. No mitigation was required. The 2022 conceptual design project does not create new significant or more severe impacts. No new mitigation is required.
2.d. Result in the loss of forest land or conversion of forest land to non-forest use?	Draft EIR Appx. A Environmental Checklist	No. The 2022 conceptual design project is in the same urbanized location, which does not contain forest land. No impact would occur.	No. Neither new circumstances nor new information has arisen since the 2012 EIR that would affect the impact analysis or require new analysis or verification.	The 2012 EIR found there would be no impacts. No mitigation was required. The 2022 conceptual design project does not create new significant or more severe impacts. No new mitigation is required.
2.e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?	Draft EIR Appx. A Environmental Checklist	No. The 2022 conceptual design project is in the same urbanized location, does not contain Farmland or forest land, and would not impact such resources. No impact would occur.	No. Neither new circumstances nor new information has arisen since the 2012 EIR that would affect the impact analysis or require new analysis or verification.	The 2012 EIR found there would be no impacts. No mitigation was required. The 2022 conceptual design project does not create new significant or more severe impacts. No new mitigation is required.

In summary, all potential impacts were previously addressed in the 2012 EIR; no project changes, changed circumstances, or new information affect the conclusions of the 2012 EIR, and no new mitigation is required to address new or more severe project impacts.

3.3. AIR QUALITY

Would the project:[4]	***Where Impact was Analyzed in 2012 EIR***	***Do <u>Proposed Changes</u> Involve New Significant Impacts or Substantially More Severe Impacts?***	***Any <u>New Circumstances</u> Involving New Significant Impacts or Substantially More Severe Impacts? Any <u>New Information</u> Requiring New Analysis or Verification?***	***Do 2012 EIR Mitigation Measures Address/ Resolve Impacts?***
3.a. Conflict with or obstruct implementation of the applicable air quality plan?	Draft EIR section 4.2.3; Impact 4.2-1	No. The 2022 conceptual design project is in the same location and of the same overall character (project components, scale, and uses) as the project evaluated in the 2012 EIR. No new significant or substantially more severe impacts would occur. With a slightly smaller building and reduced parking area, both construction and operational emissions under the 2022 conceptual design may be somewhat reduced, albeit at a very minimal level.	No. Neither new circumstances nor new information has arisen since the 2012 EIR that would affect the impact analysis or require new analysis or verification.	The 2012 EIR found impacts to be less than significant. No mitigation was required. The 2022 conceptual design project does not create new significant or more severe impacts. No new mitigation is required.

[4] Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations.

Would the project:[4]	***Where Impact was Analyzed in 2012 EIR***	***Do <u>Proposed Changes</u> Involve New Significant Impacts or Substantially More Severe Impacts?***	***Any <u>New Circumstances</u> Involving New Significant Impacts or Substantially More Severe Impacts? Any <u>New Information</u> Requiring New Analysis or Verification?***	***Do 2012 EIR Mitigation Measures Address/ Resolve Impacts?***
3.b. 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?	Draft EIR section 4.2.3; Impact 4.2-2b	No. The 2022 conceptual design project is in the same location and of the same overall character (project components, scale, and uses) as the project evaluated in the 2012 EIR. No new significant or substantially more severe impacts would occur. With a slightly smaller building and reduced parking area, both construction and operational emissions under the 2022 conceptual design may be somewhat reduced, albeit at a very minimal level.	No. Neither new circumstances nor new information has arisen since the 2012 EIR that would affect the impact analysis or require new analysis or verification.	The 2012 EIR found potential impacts from short-term construction emissions would be potentially significant. Measure 4.2-2b was adopted to reduce the impact to less than significant. The 2012 EIR found potential impacts from operational emissions would be less than significant, and no mitigation was required. The 2022 conceptual design project would not increase impacts. Measure 4.2-2b would fully address potential impacts. No new mitigation is required.

Would the project:[4]	***Where Impact was Analyzed in 2012 EIR***	***Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?***	***Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts? Any New Information Requiring New Analysis or Verification?***	***Do 2012 EIR Mitigation Measures Address/ Resolve Impacts?***
3.c. Expose sensitive receptors to substantial pollutant concentrations?	Draft EIR section 4.2.3; Impacts 4.2-4 and 4.2-5	No. The 2022 conceptual design project is in the same location and of the same overall character (project components, scale, and uses) as the project evaluated in the 2012 EIR. No new significant or substantially more severe impacts would occur. With a slightly smaller building and reduced parking area, both construction and operational emissions under the 2022 conceptual design may be somewhat reduced, albeit at a very minimal level. Additionally, the project site is now cleared of all structures, so no demolition would need to occur, thus reducing emissions during construction.	No. Neither new circumstances nor new information has arisen since the 2012 EIR that involve new significant or substantially more severe impacts or require new analysis or verification. As noted, project construction would no longer require structure demolition.	The 2012 EIR found potential impacts of exposure of sensitive receptors to substantial localized pollutant concentrations from construction activities and operational emissions would be potentially significant. Measures 4.2-5b and 4.10-1 through 4.10-3, in Traffic and Circulation, were adopted to reduce the impacts to less than significant. The 2022 conceptual design project would not increase impacts. Measures 4.2-5b and 4.10-1 through 4.10-3 would fully address potential impacts. No new mitigation is required.
3.d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	Draft EIR section 4.2	No. The 2022 conceptual design project is in the same location and of the same overall character (project components, scale, and uses) as the project evaluated in the 2012 EIR. No new significant or substantially more severe impacts would occur.	No. Neither new circumstances nor new information has arisen since the 2012 EIR that would affect the impact analysis or require new analysis or verification.	The 2012 EIR found there would be no impacts related to odors. No mitigation was required. The 2022 conceptual design project does not create new significant or more severe impacts. No new mitigation is required.

In summary, all potential impacts were previously addressed in the 2012 EIR; no project changes, changed circumstances, or new information affect the conclusions of the 2012 EIR, and no new mitigation is required to address new or more severe project impacts.

3.4. BIOLOGICAL RESOURCES

Would the project:	***Where Impact was Analyzed in 2012 EIR***	***Do <u>Proposed Changes</u> Involve New Significant Impacts or Substantially More Severe Impacts?***	***Any <u>New Circumstances</u> Involving New Significant Impacts or Substantially More Severe Impacts? Any <u>New Information</u> Requiring New Analysis or Verification?***	***Do 2012 EIR Mitigation Measures Address/ Resolve Impacts?***
4.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 Wildlife or U.S. Fish and Wildlife Service?	Draft EIR section 4.3.3; Impact 4.3-1	No. The 2022 conceptual design project is in the same urbanized location on a site that has been graded and disturbed. Project components, scale, and uses are the same as the project evaluated in the 2012 EIR. No new significant or substantially more severe impacts would occur. A crossing was built over Gibson Creek subsequent to the 2012 EIR. The project is not anticipated to require construction within the bed and banks of Gibson Creek, thus eliminating a potential impact to associated special-status species and aquatic resources.	No. Neither new circumstances nor new information has arisen since the 2012 EIR that involve new significant or substantially more severe impacts or require new analysis or verification. As noted, the project is expected to avoid all construction within Gibson Creek given that a creek crossing has been built.	The 2012 EIR found potential impacts from project construction within the bed or banks of Gibson Creek would be potentially significant. Measure 4.3-1 was adopted to reduce the impact to less than significant. The 2022 conceptual design project is not expected to impact Gibson Creek. Should short-term construction activities unexpectedly require work within the bed or banks of the creek, Measure 4.3-1 would fully address potential impacts. No new mitigation is required.

Would the project:	***Where Impact was Analyzed in 2012 EIR***	***Do <u>Proposed Changes</u> Involve New Significant Impacts or Substantially More Severe Impacts?***	***Any <u>New Circumstances</u> Involving New Significant Impacts or Substantially More Severe Impacts? Any <u>New Information</u> Requiring New Analysis or Verification?***	***Do 2012 EIR Mitigation Measures Address/ Resolve Impacts?***
4.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 Wildlife (CDFW) or U.S. Fish and Wildlife Service?	Draft EIR section 4.3.3; Impact 4.3-2	No. The 2022 conceptual design project is on the same site, and the project components, scale, and uses are the same as the project evaluated in the 2012 EIR. No new significant or substantially more severe impacts would occur. A crossing was built over Gibson Creek subsequent to the 2012 EIR.	No. Neither new circumstances nor new information has arisen since the 2012 EIR that would affect the impact analysis or require new analysis or verification.	The 2012 EIR found impacts to riparian and other sensitive habitat to be less than significant. No mitigation was required. The 2022 conceptual design project does not create new significant or more severe impacts. No new mitigation is required.

Would the project:	***Where Impact was Analyzed in 2012 EIR***	***Do <u>Proposed Changes</u> Involve New Significant Impacts or Substantially More Severe Impacts?***	***Any <u>New Circumstances</u> Involving New Significant Impacts or Substantially More Severe Impacts? Any <u>New Information</u> Requiring New Analysis or Verification?***	***Do 2012 EIR Mitigation Measures Address/ Resolve Impacts?***
4.c. Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	Draft EIR section 4.3.3; Impact 4.3-3	No. The 2022 conceptual design project is in the same location on a site that has been graded and disturbed. No new significant or substantially more severe impacts would occur. A survey conducted subsequent to the 2012 EIR determined no wetlands occur on the project site. See discussion below. Additionally, a crossing was built over Gibson Creek subsequent to the 2012 EIR.	No. Neither new circumstances nor new information has arisen since the 2012 EIR that involve new significant or substantially more severe impacts or require new analysis or verification. As noted, no wetlands occur on the project site, and a bridge now exists over Gibson Creek.	The 2012 EIR found that if depressions occurring on the project site were jurisdictional wetlands, impacts to those wetlands during construction would be a significant impact. The 2012 EIR also found that impacts to jurisdictional waters in Gibson Creek would be a potentially significant impact. Measure 4.3-3 was adopted to reduce the impact to less than significant. Per discussion below, no wetlands occur on the project site. Further, given the bridge now spanning Gibson Creek, no impacts to the creek are expected. Should short-term construction activities unexpectedly require work within the bed or banks of the creek, Measure 4.3-3 would fully address potential impacts. No new mitigation is required.

Would the project:	***Where Impact was Analyzed in 2012 EIR***	***Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?***	***Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts? Any New Information Requiring New Analysis or Verification?***	***Do 2012 EIR Mitigation Measures Address/ Resolve Impacts?***
4.d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident migratory wildlife corridors, or impede the use of native wildlife nursery sites?	Draft EIR section 4.3.3; Impact 4.3-4	No. The 2022 conceptual design project is in the same location on a site that has been graded and disturbed. No new significant or substantially more severe impacts would occur. A crossing was built over Gibson Creek subsequent to the 2012 EIR, and no construction is expected to occur within the bed and banks of Gibson Creek, thus eliminating a potential impact to the aquatic corridor.	No. Neither new circumstances nor new information has arisen since the 2012 EIR that would affect the impact analysis or require new analysis or verification. As noted, a bridge now exists over Gibson Creek.	The 2012 EIR found project construction impacts to nesting birds and migratory corridors would be potentially significant. Measure 4.3-4 was adopted to reduce the impact to less than significant. The 2022 conceptual design project would not increase impacts. Measure 4.3-4 would fully address potential impacts. Additionally, should short-term construction activities unexpectedly require work within the bed or banks of the creek, Measure 4.3-1, incorporated into Measure 4.3-4, would fully address potential impacts. No new mitigation is required.
4.e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	Draft EIR section 4.3.3; Impact 4.3-5	No. The Judicial Council is not subject to local policies or ordinances.	No. Neither new circumstances nor new information has arisen since the 2012 EIR that would affect the impact analysis or require new analysis or verification.	The 2012 EIR found there would be no impacts. No mitigation was required. The 2022 conceptual design project does not create new significant or more severe impacts. No new mitigation is required.

Would the project:	***Where Impact was Analyzed in 2012 EIR***	***Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?***	***Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts? Any New Information Requiring New Analysis or Verification?***	***Do 2012 EIR Mitigation Measures Address/ Resolve Impacts?***
4.f. Conflict with the provisions of an adopted Habitat Conservation Plan (HCP), Natural Conservation Community Plan (NCCP), other approved local, regional, or state habitat conservation plan?	Draft EIR section 4.3.3	No. The project site is not subject to an HCP, NCCP, or other such plan.	No. Neither new circumstances nor new information has arisen since the 2012 EIR that would affect the impact analysis or require new analysis or verification.	The 2012 EIR found there would be no impacts related to HCPs or other such plans. No mitigation was required. The 2022 conceptual design project does not create new significant or more severe impacts. No new mitigation is required.

Mitigation Measure 4.3-3 prescribed measures to minimize potential impacts to waters subject to the permitting authority of the U.S. Army Corps of Engineers (USACE), California Department of Fish and Wildlife, and Regional Water Quality Control Board (RWQCB). 2012 EIR Impact 4.3-3 noted that shallow depressions on-site could be potential wetlands subject to jurisdiction of the RWQCB and U.S. Army Corps of Engineers. Impacts to such waters would be considered a potentially significant impact. A formal technical delineation completed in 2022 (MIG, Inc. 2022a) in accordance with USACE methodology determined these seasonally ponded depressions are not jurisdictional under either state or federal law. Impacts to these areas would thus not be significant and would not require mitigation. Should short-term construction activities unexpectedly require work within the bed or banks of Gibson Creek, Mitigation Measure 4.3-3 would continue to apply.

In summary, all potential impacts were previously addressed in the 2012 EIR; no project changes, changed circumstances, or new information create new significant impacts not addressed by the 2012 EIR, and no new mitigation is required to address new or more severe project impacts.

3.5. CULTURAL RESOURCES

Would the project:	***Where Impact was Analyzed in 2012 EIR***	***Do <u>Proposed Changes</u> Involve New Significant Impacts or Substantially More Severe Impacts?***	***Any <u>New Circumstances</u> Involving New Significant Impacts or Substantially More Severe Impacts? Any <u>New Information</u> Requiring New Analysis or Verification?***	***Do 2012 EIR Mitigation Measures Address/ Resolve Impacts?***
5.a. Cause a substantial adverse change in the significance of a historical resource pursuant to CEQA Section 15064.5	Draft EIR section 4.4.4; Impact 4.4-1	No. The 2022 conceptual design project is on the same site, and the project components, scale, and uses are the same as the project evaluated in the 2012 EIR. No new significant or substantially more severe impacts would occur. An evaluation of historical resources conducted subsequent to the 2012 EIR determined the project would not directly affect the depot building or features making the depot eligible for listing as a historic property. See discussion below.	No. Neither new circumstances nor new information has arisen since the 2012 EIR that involve new significant or substantially more severe impacts or require new analysis or verification. As noted, the 2022 conceptual design project would not impact eligibility of historic resources.	The 2012 EIR found project construction could adversely affect the Railroad Depot's eligibility for listing on the National Register of Historic Places and the California Register of Historical Resources, which would be a potentially significant impact. Measure 4.4-1b was adopted to reduce the impact, but the 2012 EIR determined the impact could potentially remain significant and unavoidable. The 2022 conceptual design project would not increase impacts. As discussed below, evaluation of the site's historic resources determined that not all requirements of Measure 4.4-1b are applicable to the project. Measure 4.4-1b has been modified accordingly and would fully address potential impacts. No new mitigation is required.

Would the project:	***Where Impact was Analyzed in 2012 EIR***	***Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?***	***Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts? Any New Information Requiring New Analysis or Verification?***	***Do 2012 EIR Mitigation Measures Address/ Resolve Impacts?***
5.b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Section 15064.5?	Draft EIR section 4.4.4; Impact 4.4-2	No. The 2022 conceptual design project is on the same site, and the project components, scale, and uses are the same as the project evaluated in the 2012 EIR. No new significant or substantially more severe impacts would occur.	No. Neither new circumstances nor new information has arisen since the 2012 EIR that would affect the impact analysis or require new analysis or verification.	The 2012 EIR found potential impacts could occur to unknown archaeological resources, which would be potentially significant. Measure 4.4-2 was adopted to reduce the impact to less than significant. The 2022 conceptual design project would not increase impacts. Measure 4.4-2 would fully address potential impacts. No new mitigation is required.
5.c. Disturb any human remains, including those interred outside of formal cemeteries?	Draft EIR section 4.4.4; Impact 4.4-4	No. The 2022 conceptual design project is on the same site, and the project components, scale, and uses are the same as the project evaluated in the 2012 EIR. No new significant or substantially more severe impacts would occur.	No. Neither new circumstances nor new information has arisen since the 2012 EIR that would affect the impact analysis or require new analysis or verification.	The 2012 EIR found potential impacts could occur from disturbance to unknown human remains, which would be potentially significant. Measure 4.4-4 was adopted to reduce the impact to less than significant. The 2022 conceptual design project would not increase impacts. Measure 4.4-4 would fully address potential impacts. No new mitigation is required.

In summary, all potential impacts were previously addressed in the 2012 EIR; no project changes, changed circumstances, or new information affect the conclusions of the 2012 EIR, and no new mitigation is required to address new or more severe project impacts.

The 2012 EIR Mitigation Measure 4.4-1 addresses potential adverse effects to historic resources. 2012 EIR Impact 4.4-1 noted four historic sites adjacent to the project area (the railroad depot, the Northwestern Pacific railroad grade, the railroad depot silo foundation, and the railroad turntable/possible roundhouse), which could potentially be affected by project construction.

Consistent with Mitigation Measure 4.4-1, which requires that Judicial Council update site records and obtain State Historic Preservation Office (SHPO) concurrence regarding the eligibility determinations for the historic resources identified within the site, a Historic Resources

Evaluation (HRE) was prepared in 2022 (MIG, Inc. 2022b). Two of the four resources – the silo foundation and the railroad turntable/possible roundhouse – were no longer extant in 2022. Of the remaining resources, the HRE concluded the railroad depot is eligible for individual listing in the California Register of Historical Resources and the National Register of Historic Places but does not meet the criteria necessary for listing as a California Historic Landmark.

SHPO consultation is required for actions that may impact state-owned historic resources (Public Resource Code 5024 and 5024.5). The railroad depot was not included on the parcel purchased by the Judicial Council for construction of the New Ukiah Courthouse (Figure 1); accordingly, project construction will have no direct impact on the railroad depot. Thus, the requirement in EIR Mitigation Measure 4.4-1 requiring Judicial Council consultation with SHPO for concurrence of eligibility as a historic resource is no longer applicable to the project.

The Mitigation Monitoring and Reporting Program is amended as follows:

Impact 4.4-1: Impacts Resulting from a Change in Significance of a Historical Resource. Four historic sites (the Historic Ukiah Train Depot, the Northwestern Pacific railroad grade, the Ukiah Depot Silo Foundation, and the Ukiah Depot Turntable/Possible Roundhouse) have previously been recorded in the proposed project area. The silo foundation and the railroad turntable/possible roundhouse are no longer extant. The site acquired for the 2022 conceptual design does not include the railroad depot or the railroad grade. Although these resources are not anticipated to be altered with the proposed project, impacts may occur as the result of adjacent construction activities, and compliance with the Secretary of the Interior's Standards for Rehabilitation would be required, if applicable. Therefore, this would be a potentially significant impact.

Mitigation Measure 4.4-1b - Railroad Depot Site: The AOC, or its contractor, shall implement the following measures to reduce impacts on potential historic resources:

• The proposed project shall be designed to avoid disturbance or demolition of the Depot building, ~~the on-site portion of~~ the railroad grade, the silo foundation, and the turntable/possible roundhouse.

• Should the Railroad Depot Site be selected for construction of the proposed project, site records shall be updated ~~and SHPO concurrence obtained~~ regarding the eligibility determinations for the ~~four~~ remaining historic resources identified ~~within~~ adjacent to the acquired project site. If these ~~on-site~~ resources are determined to be eligible for listing, and disturbance or demolition of one or more of the resources cannot be avoided, the AOC shall be required to provide additional mitigation for project impacts. Mitigation measures may include the requirement to prepare a complete recording and photo documentation of the structures; reuse of building elements in new construction; and/or the installation of an interpretive element of the original buildings to be displayed in a prominent location of the new courthouse. ~~Appropriate mitigation measures would be determined through SHPO consultation at the time when the buildings are determined to be eligible.~~

3.6. ENERGY

Would the project:	***Where Impact was Analyzed in 2012 EIR***	***Do <u>Proposed Changes</u> Involve New Significant Impacts or Substantially More Severe Impacts?***	***Any <u>New Circumstances</u> Involving New Significant Impacts or Substantially More Severe Impacts? Any <u>New Information</u> Requiring New Analysis or Verification?***	***Do 2012 EIR Mitigation Measures Address/ Resolve Impacts?***
6.a. Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	Checklist question added to CEQA Guidelines in 2019, but energy use addressed in Draft EIR section 4.5.3 (Greenhouse Gases)	No. The 2012 EIR described the numerous energy-saving features of the project, including a minimum LEED Silver rating, close proximity of public transit, and adjacent uses that would encourage pedestrian access. The 2022 conceptual design project is on the same site, and the project components, scale, and uses are the same as the project evaluated in the 2012 EIR. No new significant or substantially more severe impacts would occur.	No. Neither new circumstances nor new information has arisen since the 2012 EIR that would affect the impact analysis or require new analysis or verification.	Based on project information and analysis in the 2012 EIR, the project would not have significant energy impacts. No mitigation would be required. Greenhouse Gas Measure 4.5-1b would further reduce energy use. The 2022 conceptual design does not create new significant or more severe impacts. No new mitigation is required.

Would the project:	***Where Impact was Analyzed in 2012 EIR***	***Do <u>Proposed Changes</u> Involve New Significant Impacts or Substantially More Severe Impacts?***	***Any <u>New Circumstances</u> Involving New Significant Impacts or Substantially More Severe Impacts? Any <u>New Information</u> Requiring New Analysis or Verification?***	***Do 2012 EIR Mitigation Measures Address/ Resolve Impacts?***
6.b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	Checklist question added to CEQA Guidelines in 2019, but energy use addressed in Draft EIR section 4.5-3 (Greenhouse Gases)	No. The 2012 EIR described the numerous energy-saving features of the project, including a minimum LEED Silver rating, close proximity of public transit, and adjacent uses that would encourage pedestrian access, which would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency. The 2022 conceptual design project is on the same site, and the project components, scale, and uses are the same as the project evaluated in the 2012 EIR. No new significant or substantially more severe impacts would occur.	No. Neither new circumstances nor new information has arisen since the 2012 EIR that would affect the impact analysis or require new analysis or verification.	Based on project information and analysis in the 2012 EIR, the project would not have significant energy impacts. No mitigation would be required. Greenhouse Gas Measure 4.5-1b would further reduce energy use. The 2022 conceptual design does not create new significant or more severe impacts. No new mitigation is required.

In summary, all potential impacts were previously addressed in the 2012 EIR; no project changes, changed circumstances, or new information affect the conclusions of the 2012 EIR, and no new mitigation is required to address new or more severe project impacts.

3.7. GEOLOGY AND SOILS

Would the project:	***Where Impact was Analyzed in 2012 EIR***	***Do <u>Proposed Changes</u> Involve New Significant Impacts or Substantially More Severe Impacts?***	***Any <u>New Circumstances</u> Involving New Significant Impacts or Substantially More Severe Impacts? Any <u>New Information</u> Requiring New Analysis or Verification?***	***Do 2012 EIR Mitigation Measures Address/ Resolve Impacts?***
7.a. Directly or indirectly cause 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 significant evidence of a known fault? *Note: Refer to Division of Mines and Geology Special Publication 42.*	Draft EIR Appx. A Environmental Checklist	No. The 2022 conceptual design project is in the same location and does not include new elements that would alter seismic risk. The impact would remain less than significant.	No. Neither new circumstances nor new information has arisen since the 2012 EIR that would affect the impact analysis or require new analysis or verification.	The 2012 EIR found seismic impacts would be less than significant. No mitigation was required. The 2022 conceptual design project does not create new significant or more severe impacts. No new mitigation is required.
ii. Strong seismic ground shaking?	Draft EIR Appx. A Environmental Checklist	No. The 2022 conceptual design project is in the same location and does not include new elements that would alter seismic risk. The impact would remain less than significant.	No. Neither new circumstances nor new information has arisen since the 2012 EIR that would affect the impact analysis or require new analysis or verification.	The 2012 EIR found seismic impacts would be less than significant. No mitigation was required. The 2022 conceptual design project does not create new significant or more severe impacts. No new mitigation is required.

Would the project:	***Where Impact was Analyzed in 2012 EIR***	***Do <u>Proposed Changes</u> Involve New Significant Impacts or Substantially More Severe Impacts?***	***Any <u>New Circumstances</u> Involving New Significant Impacts or Substantially More Severe Impacts? Any <u>New Information</u> Requiring New Analysis or Verification?***	***Do 2012 EIR Mitigation Measures Address/ Resolve Impacts?***
iii. Seismic-related ground failure, including liquefaction?	Draft EIR Appx. A Environmental Checklist	No. The 2022 conceptual design project is in the same location and does not include new elements that would alter seismic risk. The impact would remain less than significant.	No. Neither new circumstances nor new information has arisen since the 2012 EIR that would affect the impact analysis or require new analysis or verification.	The 2012 EIR found seismic impacts would be less than significant. No mitigation was required. The 2022 conceptual design project does not create new significant or more severe impacts. No new mitigation is required.
iv. Landslides?	Draft EIR Appx. A Environmental Checklist	No. The 2022 conceptual design project is in the same location, which is not at risk of landslides. No impact would occur.	No. Neither new circumstances nor new information has arisen since the 2012 EIR that would affect the impact analysis or require new analysis or verification.	The 2012 EIR found there would be no impact. No mitigation was required. The 2022 conceptual design project does not create new significant or more severe impacts. No new mitigation is required.
7.b. Result in substantial soil erosion or the loss of topsoil?	Draft EIR Appx. A Environmental Checklist	No. The 2022 conceptual design project is in the same location and does not include new elements that would alter erosion risk. The impact would remain less than significant.	No. Neither new circumstances nor new information has arisen since the 2012 EIR that would affect the impact analysis or require new analysis or verification.	The 2012 EIR found impacts would be less than significant. No mitigation was required. The 2022 conceptual design project does not create new significant or more severe impacts. No new mitigation is required.
7.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, severe erosion, liquefaction, or collapse?	Draft EIR Appx. A Environmental Checklist	No. The 2022 conceptual design project is in the same location and does not include new elements that would alter risk due to an unstable geologic unit or soil. The impact would remain less than significant.	No. Neither new circumstances nor new information has arisen since the 2012 EIR that would affect the impact analysis or require new analysis or verification.	The 2012 EIR found impacts would be less than significant. No mitigation was required. The 2022 conceptual design project does not create new significant or more severe impacts. No new mitigation is required.

Would the project:	***Where Impact was Analyzed in 2012 EIR***	***Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?***	***Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts? Any New Information Requiring New Analysis or Verification?***	***Do 2012 EIR Mitigation Measures Address/ Resolve Impacts?***
7.d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	Draft EIR Appx. A Environmental Checklist	No. The 2022 conceptual design project is in the same location and does not include new elements that would alter risk due to expansive soils. The impact would remain less than significant.	No. Neither new circumstances nor new information has arisen since the 2012 EIR that would affect the impact analysis or require new analysis or verification.	The 2012 EIR found impacts would be less than significant. No mitigation was required. The 2022 conceptual design project does not create new significant or more severe impacts. No new mitigation is required.
7.e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	Draft EIR Appx. A Environmental Checklist	No. The 2022 conceptual design project would connect to the city's wastewater system. No impact would occur.	No. Neither new circumstances nor new information has arisen since the 2012 EIR that would affect the impact analysis or require new analysis or verification.	The 2012 EIR found there would be no impact. No mitigation was required. The 2022 conceptual design project does not create new significant or more severe impacts. No new mitigation is required.
7.f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.	Draft EIR section 4.4.4; Impact 4.4-3	No. The 2022 conceptual design project is in the same location and of the same overall scale as the project evaluated in the 2012 EIR. No new significant or substantially more severe impacts would occur.	No. Neither new circumstances nor new information has arisen since the 2012 EIR that would affect the impact analysis or require new analysis or verification.	The 2012 EIR found potential impacts to paleontological resources to be unlikely but potentially significant. Measure 4.4-3 was adopted to reduce the impact to less than significant. The 2022 conceptual design project would not increase impacts. Measure 4.4-3 would fully address potential impacts. No new mitigation is required.

In summary, all potential impacts were previously addressed in the 2012 EIR; no project changes, changed circumstances, or new information affect the conclusions of the 2012 EIR, and no new mitigation is required to address new or more severe project impacts.

3.8. GREENHOUSE GAS EMISSIONS

Would the project:	***Where Impact was Analyzed in 2012 EIR***	***Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?***	***Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts? Any New Information Requiring New Analysis or Verification?***	***Do 2012 EIR Mitigation Measures Address/ Resolve Impacts?***
8.a. Generate greenhouse gas (GHG) emissions (including methane), either directly or indirectly, that may have a significant impact on the environment?	Draft EIR section 4.5.3; Impact 4.5-1	No. The 2022 conceptual design project is in the same location and of the same overall character (project components, scale, and uses) as the project evaluated in the 2012 EIR. No new significant or substantially more severe impacts would occur. With a slightly smaller building and reduced parking area, both construction and operational GHG emissions under the 2022 conceptual design may be somewhat reduced, albeit at a very minimal level.	No. Neither new circumstances nor new information has arisen since the 2012 EIR that would affect the impact analysis or require new analysis or verification.	The 2012 EIR found project GHG emissions could be cumulatively considerable, which would be potentially significant. Measure 4.5-1b was adopted to reduce the impact, but the 2012 EIR concluded the impact could remain significant and unavoidable. The 2022 conceptual design project would not increase impacts. Measure 4.5-1b would address impacts, although the impact could remain significant and unavoidable. No new mitigation is required.
8.b. Conflict with an applicable plan (including a local climate action plan [CAP]), policy or regulation adopted for the purpose of reducing the emissions of GHGs?	Draft EIR section 4.5.3; Impact 4.5-2	No. The 2022 conceptual design project is in the same location and of the same overall character (project components, scale, and uses) as the project evaluated in the 2012 EIR. No new significant or substantially more severe impacts would occur. With a slightly smaller building and reduced parking area, both construction and operational GHG emissions under the 2022 conceptual design may be somewhat reduced, albeit at a very minimal level.	No. Neither new circumstances nor new information has arisen since the 2012 EIR that would affect the impact analysis or require new analysis or verification. The City of Ukiah released a CAP subsequent to the 2012 EIR. The Courthouse building's minimum LEED Silver rating, close proximity of public transit, and adjacent uses that would encourage pedestrian access are consistent with actions included in the CAP.	The 2012 EIR found project impacts would be less than significant. No mitigation was required. The 2022 conceptual design project does not create new significant or more severe impacts. No new mitigation is required.

In summary, all potential impacts were previously addressed in the 2012 EIR; no project changes, changed circumstances, or new information affect the conclusions of the 2012 EIR.

Although impacts from GHG emissions could remain significant, even with mitigation, the impacts would not be new or more severe compared to the 2012 EIR analysis. The mitigation measures remain effective and applicable; no new mitigation is warranted.

3.9. HAZARDS AND HAZARDOUS MATERIALS

Would the project:	***Where Impact was Analyzed in 2012 EIR***	***Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?***	***Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts? Any New Information Requiring New Analysis or Verification?***	***Do 2012 EIR Mitigation Measures Address/ Resolve Impacts?***
9.a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	Draft EIR section 4.6.3; Impacts 4.6-3 and 4.6-4	No. The 2022 conceptual design project is in the same location and of the same overall character (project components, scale, and uses) as the project evaluated in the 2012 EIR. No new significant or substantially more severe impacts would occur.	No. Neither new circumstances nor new information has arisen since the 2012 EIR that involve new significant or substantially more severe impacts or require new analysis or verification.	The 2012 EIR found impacts related to the hazards created by routine handling of hazardous materials during project construction and operations would be less than significant. No mitigation was required. The 2022 conceptual design project does not create new significant or more severe impacts. No new mitigation is required.

Would the project:	***Where Impact was Analyzed in 2012 EIR***	***Do <u>Proposed Changes</u> Involve New Significant Impacts or Substantially More Severe Impacts?***	***Any <u>New Circumstances</u> Involving New Significant Impacts or Substantially More Severe Impacts? Any <u>New Information</u> Requiring New Analysis or Verification?***	***Do 2012 EIR Mitigation Measures Address/ Resolve Impacts?***
9.b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	Draft EIR section 4.6.3; Impact 4.6-1	No. The 2022 conceptual design project is in the same location and of the same overall character (project components, scale, and uses) as the project evaluated in the 2012 EIR. No new significant or substantially more severe impacts would occur. The project site is now cleared of all structures, so no demolition would need to occur, thus greatly reducing hazards during construction.	No. Neither new circumstances nor new information has arisen since the 2012 EIR that involve new significant or substantially more severe impacts or require new analysis or verification. As noted, project construction would no longer require structure demolition.	The 2012 EIR found potential impacts from exposure to hazardous materials during demolition would be potentially significant. Measure 4.6-1 was adopted to reduce the impacts to less than significant. The 2022 conceptual design project would not increase impacts. Measure 4.6-1 would fully address potential impacts. No new mitigation is required.
9.c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	Draft EIR section 4.6.3; Impact 4.6-5	No. The 2022 conceptual design project is in the same location and of the same overall character (project components, scale, and uses) as the project evaluated in the 2012 EIR. No new significant or substantially more severe impacts would occur.	No. Neither new circumstances nor new information has arisen since the 2012 EIR that would affect the impact analysis or require new analysis or verification. A small charter school is within approximately one-quarter mile of the project site. However, demolition on the site has already occurred, and mitigation measures already included in the 2012 EIR reduce potential hazard impacts to a less than significant level.	The 2012 EIR found impacts would be less than significant. No mitigation was required. The 2022 conceptual design project does not create new significant or more severe impacts. No new mitigation is required.

Would the project:	***Where Impact was Analyzed in 2012 EIR***	***Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?***	***Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts? Any New Information Requiring New Analysis or Verification?***	***Do 2012 EIR Mitigation Measures Address/ Resolve Impacts?***
9.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?	Draft EIR section 4.6.3; Impact 4.6-2	No. The 2022 conceptual design project is in the same location and of the same overall character (project components, scale, and uses) as the project evaluated in the 2012 EIR. No new significant or substantially more severe impacts would occur.	No. Neither new circumstances nor new information has arisen since the 2012 EIR that would affect the impact analysis or require new analysis or verification.	The 2012 EIR found potential impacts from exposure to on-site hazardous materials would be potentially significant. Measure 4.6-2 was adopted to reduce the impacts to less than significant. The 2022 conceptual design project would not increase impacts. Measure 4.6-2 would fully address potential impacts. No new mitigation is required.
9.e. For a project located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, result in a safety hazard or excessive noise for people residing or working in the project area?	Draft EIR section 4.6.3; Impact 4.6-6	No. The 2022 conceptual design project is in the same location and of the same overall character (project components, scale, and uses) as the project evaluated in the 2012 EIR. No new significant or substantially more severe impacts would occur.	No. Neither new circumstances nor new information has arisen since the 2012 EIR that would affect the impact analysis or require new analysis or verification.	The 2012 EIR found impacts would be less than significant. No mitigation was required. The 2022 conceptual design project does not create new significant or more severe impacts. No new mitigation is required.
9.f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	Draft EIR section 4.6.3; Impact 4.6-7	No. The 2022 conceptual design project is in the same location and of the same overall character (project components, scale, and uses) as the project evaluated in the 2012 EIR. No new significant or substantially more severe impacts would occur.	No. Neither new circumstances nor new information has arisen since the 2012 EIR that would affect the impact analysis or require new analysis or verification.	The 2012 EIR found impacts would be less than significant. No mitigation was required. The 2022 conceptual design project does not create new significant or more severe impacts. No new mitigation is required.

Would the project:	***Where Impact was Analyzed in 2012 EIR***	***Do <u>Proposed Changes</u> Involve New Significant Impacts or Substantially More Severe Impacts?***	***Any <u>New Circumstances</u> Involving New Significant Impacts or Substantially More Severe Impacts? Any <u>New Information</u> Requiring New Analysis or Verification?***	***Do 2012 EIR Mitigation Measures Address/ Resolve Impacts?***
9.g. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	Draft EIR section 4.6.3; Impact 4.6-8	No. The 2022 conceptual design project is in the same location and of the same overall character (project components, scale, and uses) as the project evaluated in the 2012 EIR. No new significant or substantially more severe impacts would occur.	No. Neither new circumstances nor new information has arisen since the 2012 EIR that would affect the impact analysis or require new analysis or verification.	The 2012 EIR found impacts would be less than significant. No mitigation was required. The 2022 conceptual design project does not create new significant or more severe impacts. No new mitigation is required.

In summary, all potential impacts were previously addressed in the 2012 EIR; no project changes, changed circumstances, or new information affect the conclusions of the 2012 EIR, and no new mitigation is required to address new or more severe project impacts.

3.10. HYDROLOGY AND WATER QUALITY

Would the project:	***Where Impact was Analyzed in 2012 EIR***	***Do <u>Proposed Changes</u> Involve New Significant Impacts or Substantially More Severe Impacts?***	***Any <u>New Circumstances</u> Involving New Significant Impacts or Substantially More Severe Impacts? Any <u>New Information</u> Requiring New Analysis or Verification?***	***Do 2012 EIR Mitigation Measures Address/ Resolve Impacts?***
10.a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?	Draft EIR section 4.7.2; Impact 4.7-1	No. The 2022 conceptual design project is in the same location and of the same overall character (project components, scale, and uses) as the project evaluated in the 2012 EIR. No new significant or substantially more severe impacts would occur.	No. Neither new circumstances nor new information has arisen since the 2012 EIR that would affect the impact analysis or require new analysis or verification.	The 2012 EIR found impacts would be less than significant. The project incorporates Best Management Practices (BMPs) and Low Impact Development (LID) measures. No mitigation was required. The 2022 conceptual design project does not create new significant or more severe impacts and would incorporate BMPs and LIDs. No new mitigation is required.

Would the project:	***Where Impact was Analyzed in 2012 EIR***	***Do <u>Proposed Changes</u> Involve New Significant Impacts or Substantially More Severe Impacts?***	***Any <u>New Circumstances</u> Involving New Significant Impacts or Substantially More Severe Impacts? Any <u>New Information</u> Requiring New Analysis or Verification?***	***Do 2012 EIR Mitigation Measures Address/ Resolve Impacts?***
10.b. Substantially decrease groundwater supplies or interfere significantly with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	Draft EIR section 4.7.2; Impact 4.7-2	No. The 2022 conceptual design project is in the same location and of the same overall character (project components, scale, and uses) as the project evaluated in the 2012 EIR. No new significant or substantially more severe impacts would occur.	No. Neither new circumstances nor new information has arisen since the 2012 EIR that would affect the impact analysis or require new analysis or verification.	The 2012 EIR found impacts would be less than significant. No mitigation was required. The 2022 conceptual design project does not create new significant or more severe impacts and would incorporate BMPs and LIDs. No new mitigation is required.
10.c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or through the addition of impervious surfaces, in a manner which would: i) Result in substantial erosion or siltation on- or off-site?	Draft EIR section 4.7.2; Impact 4.7-3	No. The 2022 conceptual design project is in the same location and of the same overall character (project components, scale, and uses) as the project evaluated in the 2012 EIR. No new significant or substantially more severe impacts would occur.	No. Neither new circumstances nor new information has arisen since the 2012 EIR that would affect the impact analysis or require new analysis or verification.	The 2012 EIR found impacts would be less than significant. No mitigation was required. The 2022 conceptual design project does not create new significant or more severe impacts and would incorporate BMPs and LIDs. No new mitigation is required.
ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	Draft EIR section 4.7.2; Impact 4.7-4	No. The 2022 conceptual design project is in the same location and of the same overall character (project components, scale, and uses) as the project evaluated in the 2012 EIR. No new significant or substantially more severe impacts would occur.	No. Neither new circumstances nor new information has arisen since the 2012 EIR that would affect the impact analysis or require new analysis or verification.	The 2012 EIR found impacts would be less than significant. No mitigation was required. The 2022 conceptual design project does not create new significant or more severe impacts and would incorporate BMPs and LIDs. No new mitigation is required.

Would the project:	***Where Impact was Analyzed in 2012 EIR***	***Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?***	***Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts? Any New Information Requiring New Analysis or Verification?***	***Do 2012 EIR Mitigation Measures Address/ Resolve Impacts?***
iii) Create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff? or	Draft EIR section 4.7.2; Impact 4.7-5 and 4.7-6	No. The 2022 conceptual design project is in the same location and of the same overall character (project components, scale, and uses) as the project evaluated in the 2012 EIR. No new significant or substantially more severe impacts would occur.	No. Neither new circumstances nor new information has arisen since the 2012 EIR that would affect the impact analysis or require new analysis or verification.	The 2012 EIR found impacts would be less than significant. No mitigation was required. The 2022 conceptual design project does not create new significant or more severe impacts and would incorporate BMPs and LIDs. No new mitigation is required.
iv) impede or redirect flood flows?	Draft EIR section 4.7.2; Impact 4.7-8	No. The 2022 conceptual design project is in the same location and of the same overall character (project components, scale, and uses) as the project evaluated in the 2012 EIR. No new significant or substantially more severe impacts would occur.	No. Neither new circumstances nor new information has arisen since the 2012 EIR that would affect the impact analysis or require new analysis or verification.	The 2012 EIR found impacts would be less than significant. No mitigation was required. The 2022 conceptual design project does not create new significant or more severe impacts and would incorporate BMPs and LIDs. No new mitigation is required.
10.d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	Draft EIR section 4.7.2; Impact 4.7-10	No. The 2022 conceptual design project is in the same location and of the same overall character (project components, scale, and uses) as the project evaluated in the 2012 EIR. No new significant or substantially more severe impacts would occur.	No. Neither new circumstances nor new information has arisen since the 2012 EIR that would affect the impact analysis or require new analysis or verification.	The 2012 EIR found impacts would be less than significant. No mitigation was required. The 2022 conceptual design project does not create new significant or more severe impacts. No new mitigation is required.

Would the project:	***Where Impact was Analyzed in 2012 EIR***	***Do <u>Proposed Changes</u> Involve New Significant Impacts or Substantially More Severe Impacts?***	***Any <u>New Circumstances</u> Involving New Significant Impacts or Substantially More Severe Impacts? Any <u>New Information</u> Requiring New Analysis or Verification?***	***Do 2012 EIR Mitigation Measures Address/ Resolve Impacts?***
10.e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	Threshold not included in 2012 EIR	No. As noted in the 2012 EIR, the project would adhere to all regulatory requirements The 2022 conceptual design project is in the same location and of the same overall character (project components, scale, and uses) as the project evaluated in the 2012 EIR. No new significant or substantially more severe impacts would occur.	No. Neither new circumstances nor new information has arisen since the 2012 EIR that would affect the impact analysis or require new analysis or verification.	The 2012 EIR found impacts would be less than significant. No mitigation was required. The 2022 conceptual design project does not create new significant or more severe impacts. No new mitigation is required.

In summary, all potential impacts were previously addressed in the 2012 EIR; no project changes, changed circumstances, or new information create new significant impacts not addressed by the 2012 EIR, and no new mitigation is required to address new or more severe project impacts.

3.11. LAND USE AND PLANNING

Would the project:	***Where Impact was Analyzed in 2012 EIR***	***Do <u>Proposed Changes</u> Involve New Significant Impacts or Substantially More Severe Impacts?***	***Any <u>New Circumstances</u> Involving New Significant Impacts or Substantially More Severe Impacts? Any <u>New Information</u> Requiring New Analysis or Verification?***	***Do 2012 EIR Mitigation Measures Address/ Resolve Impacts?***
11.a. Physically divide an established community?	Draft EIR section 4.8.1; Impact 4.8-1	No. The 2022 conceptual design project is in the same location and of the same overall character (project components, scale, and uses) as the project evaluated in the 2012 EIR. No new significant or substantially more severe impacts would occur.	No. Neither new circumstances nor new information has arisen since the 2012 EIR that would affect the impact analysis or require new analysis or verification.	The 2012 EIR found impacts would be less than significant. No mitigation was required. The 2022 conceptual design project does not create new significant or more severe impacts. No new mitigation is required.

Would the project:	***Where Impact was Analyzed in 2012 EIR***	***Do <u>Proposed Changes</u> Involve New Significant Impacts or Substantially More Severe Impacts?***	***Any <u>New Circumstances</u> Involving New Significant Impacts or Substantially More Severe Impacts? Any <u>New Information</u> Requiring New Analysis or Verification?***	***Do 2012 EIR Mitigation Measures Address/ Resolve Impacts?***
11.b. Cause a significant environmental impact due to a conflict with any land use plan, policy or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	Draft EIR section 4.8.1; Impact 4.8-2	No. The 2022 conceptual design project is in the same location and of the same overall character (project components, scale, and uses) as the project evaluated in the 2012 EIR. No new significant or substantially more severe impacts would occur.	No. Neither new circumstances nor new information has arisen since the 2012 EIR that would affect the impact analysis or require new analysis or verification.	The 2012 EIR found impacts would be less than significant. No mitigation was required. The 2022 conceptual design project does not create new significant or more severe impacts. No new mitigation is required.

In summary, all potential impacts were previously addressed in the 2012 EIR; no project changes, changed circumstances, or new information affect the conclusions of the 2012 EIR, and no new mitigation is required to address new or more severe project impacts.

3.12. MINERAL RESOURCES

Would the project:	***Where Impact was Analyzed in 2012 EIR***	***Do <u>Proposed Changes</u> Involve New Significant Impacts or Substantially More Severe Impacts?***	***Any <u>New Circumstances</u> Involving New Significant Impacts or Substantially More Severe Impacts? Any <u>New Information</u> Requiring New Analysis or Verification?***	***Do 2012 EIR Mitigation Measures Address/ Resolve Impacts?***
12.a. Result in the loss of availability of a known mineral resource that would be of value to the region or the residents of the state?	Draft EIR Appx. A Environmental Checklist	No. The 2022 conceptual design project is in the same location, which does not contain known mineral resources. No impact would occur.	No. Neither new circumstances nor new information has arisen since the 2012 EIR that would affect the impact analysis or require new analysis or verification.	The 2012 EIR found there would be no impacts. No mitigation was required. The 2022 conceptual design project does not create new significant or more severe impacts. No new mitigation is required.

Would the project:	***Where Impact was Analyzed in 2012 EIR***	***Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?***	***Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts? Any New Information Requiring New Analysis or Verification?***	***Do 2012 EIR Mitigation Measures Address/ Resolve Impacts?***
12.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?	Draft EIR Appx. A Environmental Checklist	No. The 2022 conceptual design project is in the same location, which does not contain locally important mineral resources. No impact would occur.	No. Neither new circumstances nor new information has arisen since the 2012 EIR that would affect the impact analysis or require new analysis or verification.	The 2012 EIR found there would be no impacts. No mitigation was required. The 2022 conceptual design project does not create new significant or more severe impacts. No new mitigation is required.

In summary, all potential impacts were previously addressed in the 2012 EIR; no project changes, changed circumstances, or new information affect the conclusions of the 2012 EIR, and no new mitigation is required to address new or more severe project impacts.

3.13. NOISE

Would the project result in:	***Where Impact was Analyzed in 2012 EIR***	***Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?***	***Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts? Any New Information Requiring New Analysis or Verification?***	***Do 2012 EIR Mitigation Measures Address/ Resolve Impacts?***
13.a. Generation of substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	Draft EIR section 4.9.3; Impact 4.9-1	No. The 2022 conceptual design project is in the same location and of the same overall character (project components, scale, and uses) as the project evaluated in the 2012 EIR. No new significant or substantially more severe impacts would occur.	No. Neither new circumstances nor new information has arisen since the 2012 EIR that would affect the impact analysis or require new analysis or verification.	The 2012 EIR found potential impacts from exposure to long-term onsite operation-related stationary-source noise would be potentially significant. Measure 4.9-1b was adopted to reduce the impacts to less than significant. The 2022 conceptual design project would not increase impacts. Measure 4.9-1b would fully address potential impacts. No new mitigation is required.

Would the project result in:	***Where Impact was Analyzed in 2012 EIR***	***Do <u>Proposed Changes</u> Involve New Significant Impacts or Substantially More Severe Impacts?***	***Any <u>New Circumstances</u> Involving New Significant Impacts or Substantially More Severe Impacts? Any <u>New Information</u> Requiring New Analysis or Verification?***	***Do 2012 EIR Mitigation Measures Address/ Resolve Impacts?***
13.b. Generation of excessive ground-borne vibration or ground-borne noise levels?	Draft EIR section 4.9.3; Impact 4.9-2	No. The 2022 conceptual design project is in the same location and of the same overall character (project components, scale, and uses) as the project evaluated in the 2012 EIR. No new significant or substantially more severe impacts would occur.	No. Neither new circumstances nor new information has arisen since the 2012 EIR that would affect the impact analysis or require new analysis or verification.	The 2012 EIR found impacts would be less than significant. No mitigation was required. The 2022 conceptual design project does not create new significant or more severe impacts. No new mitigation is required.
13.c. For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, exposure to people residing or working in the project area to excessive noise levels?	Draft EIR section 4.9.3; Impact 4.9-3	No. The 2022 conceptual design project is in the same location and of the same overall character (project components, scale, and uses) as the project evaluated in the 2012 EIR. No new significant or substantially more severe impacts would occur.	No. Neither new circumstances nor new information has arisen since the 2012 EIR that would affect the impact analysis or require new analysis or verification.	The 2012 EIR found impacts would be less than significant. No mitigation was required. The 2022 conceptual design project does not create new significant or more severe impacts. No new mitigation is required.

In summary, all potential impacts were previously addressed in the 2012 EIR; no project changes, changed circumstances, or new information affect the conclusions of the 2012 EIR, and no new mitigation is required to address new or more severe project impacts.

3.14. POPULATION AND HOUSING

Would the project:	***Where Impact was Analyzed in 2012 EIR***	***Do <u>Proposed Changes</u> Involve New Significant Impacts or Substantially More Severe Impacts?***	***Any <u>New Circumstances</u> Involving New Significant Impacts or Substantially More Severe Impacts? Any <u>New Information</u> Requiring New Analysis or Verification?***	***Do 2012 EIR Mitigation Measures Address/ Resolve Impacts?***
14.a. Induce substantial unplanned 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)?	Draft EIR Appx. A Environmental Checklist	No. The 2022 conceptual design project is in the same location and of the same overall character (project components, scale, and uses) as the project evaluated in the 2012 EIR and would have no effect on population growth. No new significant or substantially more severe impacts would occur.	No. Neither new circumstances nor new information has arisen since the 2012 EIR that would affect the impact analysis or require new analysis or verification.	The 2012 EIR found impacts would be less than significant. No mitigation was required. The 2022 conceptual design project does not create new significant or more severe impacts. No new mitigation is required.
14.b. Displace substantial numbers of existing people or housing necessitating the construction of replacement housing elsewhere?	Draft EIR Appx. A Environmental Checklist	No. The 2022 conceptual design project is in the same location and of the same overall character (project components, scale, and uses) as the project evaluated in the 2012 EIR and would have no effect on people or housing. No new significant or substantially more severe impacts would occur.	No. Neither new circumstances nor new information has arisen since the 2012 EIR that would affect the impact analysis or require new analysis or verification.	The 2012 EIR found impacts would be less than significant. No mitigation was required. The 2022 conceptual design project does not create new significant or more severe impacts. No new mitigation is required.

In summary, all potential impacts were previously addressed in the 2012 EIR; no project changes, changed circumstances, or new information affect the conclusions of the 2012 EIR, and no new mitigation is required to address new or more severe project impacts.

3.15. PUBLIC SERVICES

Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities, 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:	***Where Impact was Analyzed in 2012 EIR***	***Do <u>Proposed Changes</u> Involve New Significant Impacts or Substantially More Severe Impacts?***	***Any <u>New Circumstances</u> Involving New Significant Impacts or Substantially More Severe Impacts? Any <u>New Information</u> Requiring New Analysis or Verification?***	***Do 2012 EIR Mitigation Measures Address/ Resolve Impacts?***
15.a. Fire protection?	Draft EIR Appx. A Environmental Checklist	No. The 2022 conceptual design project is in the same location and of the same overall character (project components, scale, access, and uses) as the project evaluated in the 2012 EIR. No new significant or substantially more severe impacts would occur. With a slightly smaller building capacity, the impact of the 2022 conceptual design on fire protection demand may be somewhat reduced, albeit at a very de minimis level.	No. Neither new circumstances nor new information has arisen since the 2012 EIR that would affect the impact analysis or require new analysis or verification.	The 2012 EIR found impacts would be less than significant. No mitigation was required. The 2022 conceptual design project does not create new significant or more severe impacts. No new mitigation is required.

Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities, 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:	***Where Impact was Analyzed in 2012 EIR***	***Do <u>Proposed Changes</u> Involve New Significant Impacts or Substantially More Severe Impacts?***	***Any <u>New Circumstances</u> Involving New Significant Impacts or Substantially More Severe Impacts? Any <u>New Information</u> Requiring New Analysis or Verification?***	***Do 2012 EIR Mitigation Measures Address/ Resolve Impacts?***
15.b. Police protection?	Draft EIR Appx. A Environmental Checklist	No. The 2022 conceptual design project is in the same location and of the same overall character (project components, scale, access, and uses) as the project evaluated in the 2012 EIR. No new significant or substantially more severe impacts would occur. With a slightly smaller building capacity, the impact of the 2022 conceptual design on police services may be somewhat reduced, albeit at a very de minimis level.	No. Neither new circumstances nor new information has arisen since the 2012 EIR that would affect the impact analysis or require new analysis or verification.	The 2012 EIR found impacts would be less than significant. No mitigation was required. The 2022 conceptual design project does not create new significant or more severe impacts. No new mitigation is required.
15.c. Schools?	Draft EIR Appx. A Environmental Checklist	No. The 2022 conceptual design project is in the same location and of the same overall character (project components, scale, and uses) as the project evaluated in the 2012 EIR and would have no effect on demand for schools. No new significant or substantially more severe impacts would occur.	No. Neither new circumstances nor new information has arisen since the 2012 EIR that would affect the impact analysis or require new analysis or verification.	The 2012 EIR found impacts would be less than significant. No mitigation was required. The 2022 conceptual design project does not create new significant or more severe impacts. No new mitigation is required.

Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities, 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:	***Where Impact was Analyzed in 2012 EIR***	***Do <u>Proposed Changes</u> Involve New Significant Impacts or Substantially More Severe Impacts?***	***Any <u>New Circumstances</u> Involving New Significant Impacts or Substantially More Severe Impacts? Any <u>New Information</u> Requiring New Analysis or Verification?***	***Do 2012 EIR Mitigation Measures Address/ Resolve Impacts?***
15.d. Parks?	Draft EIR Appx. A Environmental Checklist	No. The 2022 conceptual design project is in the same location and of the same overall character (project components, scale, and uses) as the project evaluated in the 2012 EIR and would have no effect on demand for parks. No new significant or substantially more severe impacts would occur.	No. Neither new circumstances nor new information has arisen since the 2012 EIR that would affect the impact analysis or require new analysis or verification.	The 2012 EIR found impacts would be less than significant. No mitigation was required. The 2022 conceptual design project does not create new significant or more severe impacts. No new mitigation is required.
15.e. Other public facilities?	Draft EIR Appx. A Environmental Checklist	No. The 2022 conceptual design project is in the same location and of the same overall character (project components, scale, and uses) as the project evaluated in the 2012 EIR and would have no effect on demand for other public facilities such as libraries. No new significant or substantially more severe impacts would occur.	No. Neither new circumstances nor new information has arisen since the 2012 EIR that would affect the impact analysis or require new analysis or verification.	The 2012 EIR found impacts would be less than significant. No mitigation was required. The 2022 conceptual design project does not create new significant or more severe impacts. No new mitigation is required.

In summary, all potential impacts were previously addressed in the 2012 EIR; no project changes, changed circumstances, or new information affect the conclusions of the 2012 EIR, and no new mitigation is required to address new or more severe project impacts.

3.16. RECREATION

Would the project:	***Where Impact was Analyzed in 2012 EIR***	***Do <u>Proposed Changes</u> Involve New Significant Impacts or Substantially More Severe Impacts?***	***Any <u>New Circumstances</u> Involving New Significant Impacts or Substantially More Severe Impacts? Any <u>New Information</u> Requiring New Analysis or Verification?***	***Do 2012 EIR Mitigation Measures Address/ Resolve Impacts?***
16.a. Would the project Increase the use of existing neighborhood or regional parks or other recreational facilities such that significant physical deterioration of the facility would occur or be accelerated?	Draft EIR Appx. A Environmental Checklist	No. The 2022 conceptual design project is in the same location and of the same overall character (project components, scale, and uses) as the project evaluated in the 2012 EIR and would have no effect on demand for parks or other recreation. No new significant or substantially more severe impacts would occur.	No. Neither new circumstances nor new information has arisen since the 2012 EIR that would affect the impact analysis or require new analysis or verification.	The 2012 EIR found impacts would be less than significant. No mitigation was required. The 2022 conceptual design project does not create new significant or more severe impacts. No new mitigation is required.
16.b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	Draft EIR Appx. A Environmental Checklist	No. The 2022 conceptual design project is in the same location and of the same overall character (project components, scale, and uses) as the project evaluated in the 2012 EIR and would not include, require, or affect recreational facilities. No new significant or substantially more severe impacts would occur.	No. Neither new circumstances nor new information has arisen since the 2012 EIR that would affect the impact analysis or require new analysis or verification.	The 2012 EIR found impacts would be less than significant. No mitigation was required. The 2022 conceptual design project does not create new significant or more severe impacts. No new mitigation is required.

In summary, all potential impacts were previously addressed in the 2012 EIR; no project changes, changed circumstances, or new information affect the conclusions of the 2012 EIR, and no new mitigation is required to address new or more severe project impacts.

3.17. TRANSPORTATION

Would the project:	***Where Impact was Analyzed in 2012 EIR***	***Do <u>Proposed Changes</u> Involve New Significant Impacts or Substantially More Severe Impacts?***	***Any <u>New Circumstances</u> Involving New Significant Impacts or Substantially More Severe Impacts? Any <u>New Information</u> Requiring New Analysis or Verification?***	***Do 2012 EIR Mitigation Measures Address/ Resolve Impacts?***
17.a. Conflict with a program, plan, ordinance or policy addressing the circulation system, including, transit, roadway, bicycle, and pedestrian facilities?	Checklist question added to CEQA Guidelines in 2019, but the 2012 EIR addresses the circulation system. See Draft EIR section 4.10.3; Impacts 4.10-1, 4.10-4, 4.10-5, 4.10-6	No. The 2022 conceptual design project is in the same location and of the same overall character (project components, scale, and uses) as the project evaluated in the 2012 EIR. No new significant or substantially more severe impacts would occur. The project site is now cleared of all structures, so construction traffic from demolition has been eliminated.	No. Neither new circumstances nor new information has arisen since the 2012 EIR that would affect the impact analysis or require new analysis or verification. As noted, construction-generated traffic may be slightly reduced due to demolition having been completed.	The 2012 EIR found potential impacts to the circulation system could be potentially significant. Measures 4.10-1, 4.10-4a and 4c, and 4.10-5b were adopted to reduce the impact to less than significant. The 2022 conceptual design project would not increase impacts. Measure 4.10-1 would fully address potential impacts. No new mitigation is required.

Would the project:	***Where Impact was Analyzed in 2012 EIR***	***Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?***	***Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts? Any New Information Requiring New Analysis or Verification?***	***Do 2012 EIR Mitigation Measures Address/ Resolve Impacts?***
17.b. Conflict or be inconsistent with CEQA Guidelines section 15064.3 subdivision (b)?	Checklist question added to CEQA Guidelines in 2019 and required in 2020.	No. The 2022 conceptual design project is in the same location and of the same overall character (project components, scale, and uses) as the project evaluated in the 2012 EIR. No new significant or substantially more severe impacts would occur. The 2012 EIR was certified prior to Vehicle Miles Traveled (VMT) being the applicable significance threshold; impacts were based on level of service (LOS). See discussion below.	No. Neither new circumstances nor new information has arisen since the 2012 EIR that would affect the impact analysis or require new analysis or verification. See discussion below.	As discussed, the 2012 EIR evaluated LOS and found the project would be potentially significant. Measure 4.10-2 was adopted to reduce the impact, but the 2012 EIR concluded the impact could remain significant and unavoidable. The 2022 conceptual design project would not increase impacts. Measure 4.10-2 would address impacts, although the impact could remain significant and unavoidable. No new mitigation is required.
17.c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	Draft EIR section 4.10.3; Impact 4.10-3	No. The 2022 conceptual design project is in the same location and of the same overall character (project components, scale, and uses) as the project evaluated in the 2012 EIR. No new significant or substantially more severe impacts would occur.	No. Neither new circumstances nor new information has arisen since the 2012 EIR that would affect the impact analysis or require new analysis or verification.	The 2012 EIR found site access hazards be potentially significant. Measures 4.10-3a and 3b were adopted to reduce the impact to less than significant. The 2022 conceptual design project would not increase impacts. Measures 4.10-3a and b would fully address potential impacts. No new mitigation is required.

Would the project:	***Where Impact was Analyzed in 2012 EIR***	***Do <u>Proposed Changes</u> Involve New Significant Impacts or Substantially More Severe Impacts?***	***Any <u>New Circumstances</u> Involving New Significant Impacts or Substantially More Severe Impacts? Any <u>New Information</u> Requiring New Analysis or Verification?***	***Do 2012 EIR Mitigation Measures Address/ Resolve Impacts?***
17.d. Result in inadequate emergency access?	Draft EIR section 4.6.3; Impact 4.6-8	No. The 2022 conceptual design project is in the same location and of the same overall character (project components, scale, and uses) as the project evaluated in the 2012 EIR. No new significant or substantially more severe impacts would occur.	No. Neither new circumstances nor new information has arisen since the 2012 EIR that would affect the impact analysis or require new analysis or verification.	The 2012 EIR found impacts would be less than significant. No mitigation was required. The 2022 conceptual design project does not create new significant or more severe impacts. No new mitigation is required.

The 2012 EIR was certified prior to VMT being the applicable significance threshold; impacts were based on LOS. CEQA Guidelines section 15064.3(c) specifies that "[t]he provisions of [section 15064.3] shall apply prospectively as described in [CEQA Guidelines] section 15007." CEQA Guidelines section 15007(c) states: "[i]f a document meets the content requirements in effect when the document is sent out for public review, the document shall not need to be revised to conform to any new content requirements in Guideline amendments taking effect before the document is finally approved." As noted above, the Guidelines changes with respect to VMT took effect on July 1, 2020, while the EIR was certified in 2012. In accordance with CEQA Guidelines sections 15064.3(c) and 15007(c), revisions to the EIR are not required under CEQA in order to conform to the requirements established by CEQA Guidelines section 15064.3. The VMT requirements set forth by CEQA Guidelines section 15064.3 do not relate to a different type of impact, but merely a different way of analyzing transportation impacts. Further, the VMT analysis approach is not new information that was not known and could not have been known at the time the 2012 EIR was certified. The 2012 EIR references VMT as relevant to emissions.

Based on the 2012 EIR's LOS analysis, the Courthouse project could have significant and unavoidable Transportation impacts. The 2022 conceptual design project is in the same location and of the same overall character (project components, scale, and uses) as the project evaluated in the 2012 EIR and would not generate increased vehicular traffic applicable to either an LOS or VMT analysis. No new significant or substantially more severe transportation impacts would occur. In summary, all potential impacts were previously addressed in the 2012 EIR; no project changes, changed circumstances, or new information affect the conclusions of the 2012 EIR. Although transportation impacts as defined by the 2012 EIR could remain significant, even with mitigation, the impacts would not be new or more severe compared to the 2012 EIR analysis. The mitigation measures remain effective and applicable; no new mitigation is warranted.

3.18. TRIBAL CULTURAL RESOURCES

Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:	***Where Impact was Analyzed in 2012 EIR***	***Do <u>Proposed Changes</u> Involve New Significant Impacts or Substantially More Severe Impacts?***	***Any <u>New Circumstances</u> Involving New Significant Impacts or Substantially More Severe Impacts? Any <u>New Information</u> Requiring New Analysis or Verification?***	***Do 2012 EIR Mitigation Measures Address/ Resolve Impacts?***
18.a. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or	Checklist question added to CEQA Guidelines in 2019, but impact considered in 2012 EIR (see Appx. E)	No. The 2022 conceptual design project is in the same location and of the same overall character (project components, scale, and uses) as the project evaluated in the 2012 EIR. No new significant or substantially more severe impacts would occur.	No. Neither new circumstances nor new information has arisen since the 2012 EIR that would affect the impact analysis or require new analysis or verification.	The 2012 EIR found there would be no impacts. No mitigation was required. The 2022 conceptual design project does not create new significant or more severe impacts. No new mitigation is required.
18.b. A resource determined by the Lead Agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in Public Resources Code Section 5020.1(c). In applying Public Resources Code Section 5020.1(c), the Lead Agency shall consider the significance of the resource to a California Native American tribe.	Checklist question added to CEQA Guidelines in 2019, but impact considered in 2012 EIR (see Appx. E)	No. The 2022 conceptual design project is in the same location and of the same overall character (project components, scale, and uses) as the project evaluated in the 2012 EIR. No new significant or substantially more severe impacts would occur.	No. Neither new circumstances nor new information has arisen since the 2012 EIR that would affect the impact analysis or require new analysis or verification.	The 2012 EIR found there would be no impacts. No mitigation was required. The 2022 conceptual design project does not create new significant or more severe impacts. No new mitigation is required.

In summary, all potential impacts were previously addressed in the 2012 EIR; no project changes, changed circumstances, or new information affect the conclusions of the 2012 EIR, and no new mitigation is required to address new or more severe project impacts.

3.19. UTILITIES AND SERVICE SYSTEMS

Would the project:	***Where Impact was Analyzed in 2012 EIR***	***Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?***	***Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts? Any New Information Requiring New Analysis or Verification?***	***Do 2012 EIR Mitigation Measures Address/ Resolve Impacts?***
19.a. Require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunication facilities, the construction or relocation of which could cause significant environmental effects?	Draft EIR section 4.11.3; Impacts 4.11-1, 4.11-2, 4.11-3	No. The 2022 conceptual design project is in the same location and of the same overall character (project components, scale, and uses) as the project evaluated in the 2012 EIR. No new significant or substantially more severe impacts would occur.	No. Neither new circumstances nor new information has arisen since the 2012 EIR that would affect the impact analysis or require new analysis or verification.	The 2012 EIR found impacts would be less than significant. No mitigation was required. The 2022 conceptual design project does not create new significant or more severe impacts. No new mitigation is required.
19.b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	Draft EIR section 4.11.3; Impact 4.11-1 and 4.11-4	No. The 2022 conceptual design project is in the same location and of the same overall character (project components, scale, and uses) as the project evaluated in the 2012 EIR. No new significant or substantially more severe impacts would occur.	No. Neither new circumstances nor new information has arisen since the 2012 EIR that would affect the impact analysis or require new analysis or verification.	The 2012 EIR found impacts would be less than significant. No mitigation was required. The 2022 conceptual design project does not create new significant or more severe impacts. No new mitigation is required.
19.c. Result in a determination by the wastewater treatment provider which 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?	Draft EIR section 4.11.3; Impacts 4.11-1, 4.11-2, and 4.11-5	No. The 2022 conceptual design project is in the same location and of the same overall character (project components, scale, and uses) as the project evaluated in the 2012 EIR. No new significant or substantially more severe impacts would occur.	No. Neither new circumstances nor new information has arisen since the 2012 EIR that would affect the impact analysis or require new analysis or verification.	The 2012 EIR found impacts would be less than significant. No mitigation was required. The 2022 conceptual design project does not create new significant or more severe impacts. No new mitigation is required.

Would the project:	***Where Impact was Analyzed in 2012 EIR***	***Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?***	***Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts? Any New Information Requiring New Analysis or Verification?***	***Do 2012 EIR Mitigation Measures Address/ Resolve Impacts?***
19.d. Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	Draft EIR section 4.11.3; Impacts 4.11-6 and 4.11-7	No. The 2022 conceptual design project is in the same location and of the same overall character (project components, scale, and uses) as the project evaluated in the 2012 EIR. No new significant or substantially more severe impacts would occur.	No. Neither new circumstances nor new information has arisen since the 2012 EIR that would affect the impact analysis or require new analysis or verification.	The 2012 EIR found impacts would be less than significant. No mitigation was required. The 2022 conceptual design project does not create new significant or more severe impacts. No new mitigation is required.
19.e. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	Draft EIR section 4.11.3; Impact 4.11-8	No. The 2022 conceptual design project is in the same location and of the same overall character (project components, scale, and uses) as the project evaluated in the 2012 EIR. No new significant or substantially more severe impacts would occur.	No. Neither new circumstances nor new information has arisen since the 2012 EIR that would affect the impact analysis or require new analysis or verification.	The 2012 EIR found impacts would be less than significant. No mitigation was required. The 2022 conceptual design project does not create new significant or more severe impacts. No new mitigation is required.

In summary, all potential impacts were previously addressed in the 2012 EIR; no project changes, changed circumstances, or new information affect the conclusions of the 2012 EIR, and no new mitigation is required to address new or more severe project impacts.

3.20. WILDFIRE

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:	***Where Impact was Analyzed in 2012 EIR***	***Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?***	***Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts? Any New Information Requiring New Analysis or Verification?***	***Do 2012 EIR Mitigation Measures Address/ Resolve Impacts?***
20.a. Substantially impair an adopted emergency response plan or emergency evacuation plan?	Draft EIR section 4.6.3; Impact 4.6-7	No. The 2022 conceptual design project is in the same location and of the same overall character (project components, scale, and uses) as the project evaluated in the 2012 EIR. No new significant or substantially more severe impacts would occur.	No. Neither new circumstances nor new information has arisen since the 2012 EIR that would affect the impact analysis or require new analysis or verification.	The 2012 EIR found impacts would be less than significant. No mitigation was required. The 2022 conceptual design project does not create new significant or more severe impacts. No new mitigation is required.
20.b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	Checklist question added to CEQA Guidelines in 2019, but wildfire risk addressed in Draft EIR section 4.6.3; Impact 4.6.8	No. The 2022 conceptual design project is in the same location and of the same overall character (project components, scale, and uses) as the project evaluated in the 2012 EIR. No new significant or substantially more severe impacts would occur.	No. Neither new circumstances nor new information has arisen since the 2012 EIR that would affect the impact analysis or require new analysis or verification.	The 2012 EIR found there would be no impacts. No mitigation was required. The 2022 conceptual design project does not create new significant or more severe impacts. No new mitigation is required.
20.c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	Checklist question added to CEQA Guidelines in 2019, but wildfire risk addressed in Draft EIR section 4.6.3; Impact 4.6.8	No. The 2022 conceptual design project is in the same location and of the same overall character (project components, scale, and uses) as the project evaluated in the 2012 EIR. No new significant or substantially more severe impacts would occur.	No. Neither new circumstances nor new information has arisen since the 2012 EIR that would affect the impact analysis or require new analysis or verification.	The 2012 EIR found there would be no impacts. No mitigation was required. The 2022 conceptual design project does not create new significant or more severe impacts. No new mitigation is required.

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:	***Where Impact was Analyzed in 2012 EIR***	***Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?***	***Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts? Any New Information Requiring New Analysis or Verification?***	***Do 2012 EIR Mitigation Measures Address/ Resolve Impacts?***
20.d. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	Checklist question added to CEQA Guidelines in 2019, but flooding and landslide risk addressed in Draft EIR section 4.6.3; Impact 4.6.8	No. The 2022 conceptual design project is in the same location and of the same overall character (project components, scale, and uses) as the project evaluated in the 2012 EIR. No new significant or substantially more severe impacts would occur.	No. Neither new circumstances nor new information has arisen since the 2012 EIR that would affect the impact analysis or require new analysis or verification.	The 2012 EIR found there would be no impacts. No mitigation was required. The 2022 conceptual design project does not create new significant or more severe impacts. No new mitigation is required.

In summary, all potential impacts were previously addressed in the 2012 EIR; no project changes, changed circumstances, or new information affect the conclusions of the 2012 EIR, and no new mitigation is required to address new or more severe project impacts.

3.21. MANDATORY FINDINGS OF SIGNIFICANCE

	Where Impact was Analyzed in 2012 EIR	***Do <u>Proposed Changes</u> Involve New Significant Impacts or Substantially More Severe Impacts?***	***Any <u>New Circumstances</u> Involving New Significant Impacts or Substantially More Severe Impacts? Any <u>New Information</u> Requiring New Analysis or Verification?***	***Do 2012 EIR Mitigation Measures Address/ Resolve Impacts?***
21.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, substantially reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?	Not a stand-alone EIR topic. All Appendix G checklist factors addressed, as updated in this Addendum.	No. As noted in the 2012 EIR, the project would adhere to all regulatory requirements The 2022 conceptual design project is in the same location and of the same overall character (project components, scale, and uses) as the project evaluated in the 2012 EIR. No new significant or substantially more severe impacts would occur.	No. Neither new circumstances nor new information has arisen since the 2012 EIR that would affect the impact analysis or require new analysis or verification. See Section 5 regarding updates to project impacts on historical resources.	The 2012 EIR found impacts to historical resources could be significant and unavoidable, even with incorporation of mitigation. The 2022 conceptual design project does not create new significant or more severe impacts. No new mitigation is required.
21.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.)	Not a stand-alone EIR topic. All Appendix G checklist factors addressed, as updated in this Addendum.	No. The 2022 conceptual design project is on the same site, and the project components, scale, and uses are the same as the project evaluated in the 2012 EIR. The project as updated in 2022 would not contribute to cumulatively considerable impacts.	No. The 2022 conceptual design project is on the same site, and the project components, scale, and uses are the same as the project evaluated in the 2012 EIR. The project as updated in 2022 would not contribute to cumulatively considerable impacts.	The 2012 EIR found cumulative impacts to aesthetics, historical resources, and GHGs could be significant and unavoidable, even with incorporation of mitigation. The 2022 conceptual design project does not create new significant or more severe impacts. No new mitigation is required.

	Where Impact was Analyzed in 2012 EIR	***Do <u>Proposed Changes</u> Involve New Significant Impacts or Substantially More Severe Impacts?***	***Any <u>New Circumstances</u> Involving New Significant Impacts or Substantially More Severe Impacts? Any <u>New Information</u> Requiring New Analysis or Verification?***	***Do 2012 EIR Mitigation Measures Address/ Resolve Impacts?***
21.c. Does the project have environmental effects which will cause significant adverse effects on human beings, either directly or indirectly?	Not a stand-alone EIR topic. All Appendix G checklist factors addressed, as updated in this Addendum.	No. The 2022 conceptual design project is on the same site, and the project components, scale, and uses are the same as the project evaluated in the 2012 EIR. The project as updated in 2022 would not contribute to cumulatively considerable impacts.	No. The 2022 conceptual design project is on the same site, and the project components, scale, and uses are the same as the project evaluated in the 2012 EIR. The project as updated in 2022 would not contribute to cumulatively considerable impacts.	The 2022 conceptual design project does not create new significant or more severe impacts. No new mitigation is required.

Section 4. CEQA Review Findings

The following information was considered pursuant to CEQA Guidelines §15162(a) and forms the basis of the Judicial Council's decision to prepare an EIR Addendum for the New Ukiah Courthouse project.

4.1. PROJECT CHANGES

The 2022 conceptual design project is on the same site, and the project components, scale, and uses are the same as the project evaluated in the 2012 EIR. The 2022 courthouse design is for a somewhat smaller facility than was evaluated by the 2012 EIR (Table 1). As shown in Section 3, Environmental Impact Assessment, the 2022 conceptual design would not result in new significant impacts or substantially more severe impacts. The environmental impacts associated with the 2022 conceptual design would remain substantially the same as or less than the levels described in the 2012 EIR. No new mitigation would be required.

4.2. CHANGES IN CIRCUMSTANCES

There are no new circumstances involving new significant impacts or substantially more severe impacts. No substantial changes to baseline conditions used in the 2012 EIR have been identified. As a result, the impacts of the 2022 conceptual design of the Courthouse project at the Railroad Depot site remain reflective of those described in the 2012 EIR. No changes in baseline conditions have occurred to cause an increase in significance or severity of project impacts.

4.3. NEW INFORMATION

No new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the 2012 EIR was certified as complete has shown the 2022 conceptual design project would result in new significant impacts or increase the severity of known significant impacts or alter the feasibility or effectiveness of mitigation measures.

4.4. ADEQUACY OF MITIGATION

The 2022 conceptual design of the Courthouse project at the Railroad Depot site does not result in new significant environmental impacts that have not been previously disclosed in the 2012 EIR and adopted MMRP. The adopted mitigation measures remain adequate to fully address development and operation of the courthouse; no new mitigation is required.

In summary, all potential impacts were previously addressed in the 2012 EIR; no project changes, changed circumstances, or new information affect the conclusions of the 2012 EIR; and no new mitigation is required to address project impacts.

Section 5. References

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—. 2022b. *Ukiah Railroad Depot, Ukiah, California, Historic Resources Evaluation (FINAL).* December.

RBF Consulting. 2012. *New Ukiah Courthouse Final Environmental Impact Report, Prepared for: Judicial Council of California - Administrative Office of the Courts.* April.

—. 2011. *New Ukiah Courthouse Draft Environmental Impact Report, Prepared for: Judicial Council of California - Administrative Office of the Courts.* October.

Attachment 1. Mitigation Monitoring and Reporting Plan

Impact	Mitigation Measure	Implementation Responsibility/Timing	Monitoring Responsibility	Verified Implementation	Status
Aesthetics					
Impact 4.1-3: Changes in Visual Character of the Project Site. Construction of the new courthouse on the Railroad Depot Site would increase the appearance of development at the site. Implementation of the proposed project at the Railroad Depot Site would contrast with the existing character of the area and, thus, would have a **potentially significant** effect on the visual character of the site.	**Mitigation Measure 4.1-3b- Railroad Depot Spot:** Prior to issuance of any grading and/or demolition permits, whichever occurs first, a Construction Management Plan shall be submitted by the general contractor for review and approval by the Administrative Office of the Courts (AOC). The Construction Management Plan shall, at a minimum, indicate the equipment and vehicle staging areas, stockpiling of materials and fencing (i.e., temporary fencing with opaque material). Staging areas shall be sited and/or screened in order to minimize public views from pedestrians and motorists along E. Perkins Street and N. Main Street, to the maximum extent feasible.	**Implementation:** AOC or its Contractor shall submit Construction Management Plan to AOC. **Timing:** Prior to issuance of any grading and/or demolition permits.	**Monitoring:** AOC shall review and approve Construction Management Plan.	**Plan Submittal** Initials: _____ Date: _____	Incomplete
Impact 4.1-4: Impacts from Nighttime Lighting and Daytime Glare. The Railroad Depot Site is adjacent to a significant source of urban lighting to the west and north (downtown Ukiah) and is surrounded by commercial and residential uses to the east and south. However, as the Railroad Depot Site is primarily vacant, the new courthouse facility and associated surface parking would introduce a significant new source of lighting in a residential environment. In addition, the materials palette for the proposed structure, including potential glazing materials, is currently not known; therefore, the possibility exists that the design could include highly reflective glazing (and other materials) and result in a **potentially significant** impact associated with nighttime lighting and daytime glare.	**Mitigation Measure 4.1-4b - Railroad Depot Site:** The final courthouse design shall ensure that any exterior lighting does not spill over onto the adjacent uses. The project architect shall prepare and submit an Outdoor Lighting Plan to the Administrative Office of the Courts (AOC) for review and approval, prior to construction-related ground disturbing activities that includes a footcandle map illustrating no light from the Project site spills over onto adjacent light sensitive receptors. All exterior light fixtures (including street lighting) shall be shielded or directed away from adjoining uses. Landscape lighting levels shall respond to the type, intensity, and location of use. Safety and security for pedestrians and vehicular movements shall be anticipated. The final courthouse design shall not include highly reflective glazing or other highly reflective materials (i.e. polished metals) in any location where the sun could reflect harshly onto nearby pedestrian and/or vehicular traffic.	**Implementation:** AOC or its Contractor shall submit an Outdoor Lighting Plan to AOC. The Contractor shall demonstrate in design drawings that exterior materials do not include highly reflective glazing. **Timing:** Prior to construction-related ground disturbing activities.	**Monitoring:** AOC shall review and approve Outdoor Lighting Plan. AOC shall review project design for incorporation of low reflectivity materials.	**Plan Submittal** Initials: _____ Date: _____ **Project Design** Initials: _____ Date: _____	Incomplete
Air Quality					

Impact	Mitigation Measure	Implementation Responsibility/Timing	Monitoring Responsibility	Verified Implementation	Status
Impact 4.2-2: Short-Term Construction Emissions. Short-term construction emissions at the Railroad Depot Site could exceed MCAQMD's significance thresholds for criteria pollutants and, thus, could contribute to pollutant concentrations that exceed the NAAQS or CAAQS. Therefore, this is a **potentially significant** impact.	**Mitigation Measure 4.2-2b - Railroad Depot Site:** • All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day. • All haul trucks transporting soil, sand, or other loose material off-site shall be covered. • All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited. • All vehicle speeds on unpaved roads shall be limited to 15 mph. • All roadways, driveways, and sidewalks to be paved shall be completed immediately after grading/infrastructure, and prior to the building being constructed. • Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to five minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of California Code of Regulations [CCR]). Clear signage shall be provided for construction workers at all access points. • All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation. • A publicly visible sign shall be posted with the telephone number and person to contact regarding dust complaints.	**Implementation:** AOC or its Contractor shall incorporate these air quality measures into all appropriate engineering and site plan documents (e.g., staging areas, grading , drainage and erosion control, etc.). **Timing:** Plans shall be submitted prior to any demolition and/or ground-disturbing activities. Measures shall be implemented during project construction.	**Monitoring:** The AOC shall review all appropriate bid, contract, and engineering and site plan documents and verify inclusion of dust control measures.	**Plan Submittal** Initials: _____ Date: _____	Incomplete
Impact 4.2-4: Exposure of Sensitive Receptors to Substantial Localized (CO) Pollutant Concentrations. Construction and operation of the proposed project could expose sensitive receptors to substantial pollutant concentrations. This impact would be **potentially significant.**	**Mitigation Measure 4.2-4 - Railroad Depot Site:** Refer to Mitigation Measures 4.10-1 and 4.10-3 in Chapter 4.10, Traffic and Circulation.	**Implementation:** See Mitigation Measures 4.10-1 and 4.10-3 **Timing:** See Mitigation Measures 4.10-1 and 4.10-3.	**Monitoring:** See Mitigation Measures 4.10-1 and 4.10-3.	See Mitigation Measures 4.10-1 and 4.10-3.	Incomplete
Impact 4.2-5: Exposure of Sensitive Receptors to Toxic Air Contaminant Emissions. Short-term construction activities may result in the exposure of sensitive receptors to excessive TAC emissions. Therefore, impacts related to exposure of sensitive receptors to TACs would be **potentially significant.**	**Mitigation Measure 4.2-5b - Railroad Depot Site:** Construction bid packages shall require submission of a plan demonstrating that the off-road equipment (more than 50 horsepower) to be used in the construction project (i.e., owned, leased, and subcontractor vehicles) would include a preference for the use of late model engines, low-emission diesel products, alternative fuels, engine retrofit technology, after-treatment products, add-on devices such as particulate filters, and/or other options as such become available.	**Implementation:** AOC or its Contractor shall incorporate this air quality mitigation measure into all appropriate engineering and site plan documents. Project Contractor shall submit evidence to AOC that equipment complies with control requirements. **Timing:** Prior to any demolition and/or ground-disturbing activities.	**Monitoring:** AOC shall review all shall review all appropriate bid, contract, and engineering and site plan documents for inclusion of this requirement and shall review all appropriate bid, contract, and engineering and site plan documents for inclusion of this requirement and verify the construction equipment utilized during construction largely reflect late model engines and/or other options to reduce equipment emissions.	**Plan Submittal** Initials: _____ Date: _____ **Equipment Verification** Initials: _____ Date: _____	Incomplete
Biological Resources					

Impact	Mitigation Measure	Implementation Responsibility/Timing	Monitoring Responsibility	Verified Implementation	Status
Impact 4.3-1: Potential Impacts on Candidate, Sensitive, or Special-Status Species. The Railroad Depot Site does not support any special-status plant species. One special- status bat (pallid bat) and five special-status animal species may have the potential to occur on the project site. As development the site may have the potential to disturb such species, this is considered a **potentially significant** impact.	**Mitigation Measure 4.3-1 - Railroad Depot Site:** The AOC, or its contractor, shall implement the following measures to reduce impacts on special-status species: • Construction activities within the bed and/or banks of Gibson Creek shall be restricted to the dry-season when the channel is dry to avoid impacts to the foothill yellow-legged frog, western pond turtle, and salmonids. If work cannot be restricted to the dry season, immediately prior to on-site, in-water construction activities, the AOC, or its project contractor, shall retain a qualified biologist to conduct focused surveys of aquatic sites for these species. If such species are found to be present at the time of the survey, salmonids, turtles, frogs, tadpoles, and/or egg masses shall be relocated to a safe location upstream or downstream to avoid direct impacts. • Should construction fleet vehicles and/or equipment necessary for courthouse construction be procured outside of the Ukiah Valley, the following provision shall be included on all final construction documents: All construction vehicles and equipment shall be thoroughly washed at a commercial wash facility prior to entering the Ukiah Valley. Particular care shall be taken to remove mud and debris from the wheel wells, undercarriage, and other areas at which mud and debris may accumulate.	**Implementation:** A qualified biologist shall perform focused surveys prior to any work within the bed or banks of Gibson Creek for foothill yellow-legged frog, western pond turtle, and salmonids. The Project Contractor shall obtain all necessary approvals from wildlife regulatory agencies (i.e., California Department of Fish and Wildlife [CDFW], National Marine Fisheries Service [NMFS]) for any work within the bed or banks of Gibson Creek. If species are determined present, Contractor shall consult with CDFW and or NMFS prior to relocation. The Project Contractor shall incorporate the vehicle washing requirement into all appropriate engineering and site plan documents. **Timing:** Biological surveys shall be conducted and necessary approvals from wildlife agencies obtained prior to disturbance of Gibson Creek. Vehicle washing shall occur prior to equipment staging at project site.	**Monitoring:** The qualified biologist shall prepare a letter report documenting the methods and results of the surveys and submit to AOC. Contractor shall provide authorizations from wildlife agencies to AOC. The AOC shall review all engineering and site plan documents for inclusion of vehicle wash requirements.	**Surveys** Initials: _____ Date: _____ **Agency Permits** Initials: _____ Date: _____ **Plan Submittal** Initials: _____ Date: _____	Incomplete
Impact 4.3-3: Potential Impacts on Federally-Protected Wetlands. No wetlands have been identified on the Railroad Depot Site; however, Gibson Creek and several shallow depressions that pond seasonally occur within the study area. The Creek is subject to the jurisdiction of the U.S Army Corps of Engineers, RWQCB, and CDFG and may require that the AOC obtain the applicable permits for any work proposed along the bed and/or bank of Gibson Creek. The shallow depressions on-site may be potential wetlands and may be subject to jurisdiction of the RWQCB and U.S. Army Corps of Engineers. This is considered a **potentially significant** impact.	**Mitigation Measure 4.3-3 - Railroad Depot Site:** The AOC shall implement the following measures to reduce potential impacts on Gibson Creek: The AOC shall develop the project to the best extent feasible to avoid direct impacts to the on-site portion of Gibson Creek, and/or any streams, wetlands, or riparian habitat outside of the Railroad Depot Site. Fencing and signage shall be implemented as necessary to avoid unintentional disturbance to on-site or off-site wetlands or streams. The following shall be implemented by the AOC in the event site development requires in-channel disturbance to Gibson Creek: -- The Hospital Drive extension over Gibson Creek contemplated for the Railroad Depot Site shall be designed and constructed in accordance with applicable requirements set forth in the CDFG's Fish Passage Design and Implementation X/1-1 (April 2009) to promote efficient and safe fish passage. The AOC shall design the proposed project in a manner that minimizes impacts to waters of the United States to the degree feasible. Any necessary direct impacts (i.e., discharge of dredged or fill material) to waters of the United States shall be limited to the minimum area necessary to accomplish project objectives. Prior to any direct impacts to waters of the United States, all required USACE, RWQCB, and CDFG permits and authorizations shall be obtained. All terms and conditions of the required permits and authorizations shall be implemented. As applicable, the AOC will respect minimum setback requirements from the Creek, as recommended by the appropriate agency, and as applicable to the work anticipated.	**Implementation:** AOC or its Contractor shall incorporate location of creek protective fencing and signage requirements on all appropriate engineering and site plan documents. AOC or its Contractor shall consult with USACE, RWQCB, and CDFW to obtain necessary approvals for impacts to Gibson Creek. NMFS shall be consulted as required per Mitigation Measure 4.3-1. **Timing:** During project design to avoid streams or wetlands. Prior to construction to perform pre-construction surveys and obtain required permits. During construction for installation of fencing & signage.	**Monitoring:** The AOC shall review all engineering and site plan documents for inclusion of creek protective fencing and signage requirements. Contractor shall provide authorizations from permitting agencies to AOC.	**Plan Submittal** Initials: _____ Date: _____ **Agency Permits** Initials: _____ Date: _____	Incomplete. A wetland delineation prepared by MIG (2022) determined no Section 404 jurisdictional waters or wetlands occur on the project property. USACE consultation is not required.

Impact	Mitigation Measure	Implementation Responsibility/Timing	Monitoring Responsibility	Verified Implementation	Status
	-- No activities shall occur within 100 feet of Gibson Creek until Incidental Take authorization has been obtained from the NMFS. -- To the maximum extent feasible, in-channel construction shall be restricted to the dry season as stipulated by the lead regulatory agency (i.e., NMFS, CDFG) when stream flows have subsided and Steelhead and salmon are not present. -- Additional measures to avoid direct impacts, beyond restriction of in-stream activities in Gibson Creek, may include, but not be limited to the following: • Retain a qualified biologist to conduct a pre-construction survey to determine if Steelhead or salmon are present in or within the vicinity of any proposed in-stream activity. If none are present, construction shall proceed pursuant to any conditions required by NMFS and/or CDFG in accordance with FESA and the California Endangered Species Act (CESA). -- For any features determined to not be subject to USACE jurisdiction during the verification process, authorization to discharge (or waiver from regulation) shall be obtained from the RWQCB. For fill requiring a USACE permit, a Section 401 water quality certification shall be obtained from the RWQCB prior to discharge of dredged or fill material. Any permanent loss of waters of the United States shall be offset by purchasing mitigation credits (1:1 acreage ratio or at a ratio determined by the lead regulatory agency) at a USACE-approved mitigation bank or by payment of in-lieu fees to USACE-approved in lieu				

Impact	Mitigation Measure	Implementation Responsibility/Timing	Monitoring Responsibility	Verified Implementation	Status
Impact 4.3-4: **Potential Impacts on Movement of Migratory Fish or Wildlife Species or Wildlife Corridors.** The project site is in an urbanized area within the city of Ukiah, and therefore, are not considered to serve as a significant wildlife corridor; however, Gibson Creek flows through portions of the site. The Creek may support varying populations of migrating fish species. Additionally, vegetation on the project site may serve as nesting sites for migratory bird populations. Impacts on such migratory populations as the result of the proposed project would be considered a **potentially significant** impact.	**Mitigation Measure 4.3-4 - Railroad Depot Site:** The AOC shall implement Mitigation Measure 4.3-1 to reduce potential impacts on the Central California coast coho salmon, Central California coast steelhead, California coastal Chinook salmon, foothill yellow--legged frog, and western pond turtle. In addition, the AOC, or its contractor, shall implement the following measures to reduce impacts on migratory bird populations: • If feasible, vegetation and/or building removal on the Railroad Depot Site shall be conducted between August 1 and February 28. If vegetation and/or building removal must be conducted between March 1 and July 31, a nesting bird survey shall be conducted within two weeks prior to initiation of work;. If active nests are present, work within 500 feet of the nest(s) shall be postponed until the young have fledged, unless a smaller nest buffer zone is previously authorized by the California Department of Fish and Game. • As applicable, the AOC shall incorporate design measures to reduce the potential for avian collisions, as follows: -Direct exterior lighting to where it is needed to avoid light spillage and minimize upward lighting to avoid light pollution. All lights should be fully shielded. -Install a motion detector to maintain lights at a reduced level when pedestrians are not present but increase brightness when pedestrians are present. -If feasible, use low-pressure sodium lamps instead of high-pressure sodium or mercury lamps. Fit mercury lamps with UV filters. -Avoid illuminating bat roosting areas when possible, such as low	**Implementation:** A qualified biologist shall conduct pre-construction nesting bird surveys. The Project Contractor shall submit project plans showing avian risk protection measures incorporated into project design. Project design shall be reviewed by a qualified biologist to assess bird-strike potential and confirm adequate measures have been incorporated into project design to reduce the potential for impact. **Timing:** Nesting bird surveys shall be conducted for work between March 1 through July 31, no more than two weeks in advance of the start of construction. Biologist review of project design shall occur prior to AOC final design approval.	**Monitoring:** The biologist shall prepare a written record of survey results and implementation of any avoidance/minimization measures to be kept on file by the AOC. The biologist shall monitor any active nests to determine when young have matured sufficiently to have fledged. Biologist shall prepare letter of review confirming the proposed design features are adequate to reduce avian collision impact. AOC shall verify during plan check that the project has incorporated additional bird collision avoidance measures to minimize bird deaths caused by collision with building windows.	**Surveys** Initials: _____ Date: _____ **Project Design** Initials: _____ Date: _____	Incomplete
Cultural Resources					
Impact 4.4-1: Impacts Resulting from a Change in Significance of a Historical Resource. Four historic sites (the Historic Ukiah Train Depot, the Northwestern Pacific railroad grade, the Ukiah Depot Silo Foundation, and the Ukiah Depot Turntable/Possible Roundhouse) have previously been recorded in the proposed project area. The silo foundation and the railroad turntable/possible roundhouse are no loner extant. The site acquired for the 2022 conceptual design does not include the railroad depot or the railroad grade. Although these resources are not anticipated to be altered with the proposed project, impacts may occur as the result of adjacent construction activities, and compliance with the Secretary of the Interior's Standards for Rehabilitation would be required, if applicable. Therefore, this would be a **potentially significant** impact.	**Mitigation Measure 4.4-1b - Railroad Depot Site:** The AOC, or its contractor, shall implement the following measures to reduce impacts on potential historic resources: • The proposed project shall be designed to avoid disturbance or demolition of the Depot building, the railroad grade, the silo foundation, and the turntable/possible roundhouse. • Should the Railroad Depot Site be selected for construction of the proposed project, site records shall be updated regarding the eligibility determinations for the remaining historic resources identified adjacent to the acquired site. If these resources are determined to be eligible for listing, and disturbance or demolition of one or more of the resources cannot be avoided, the AOC shall be required to provide additional mitigation for project impacts. Mitigation measures may include the requirement to prepare a complete recording and photo documentation of the structures; reuse of building elements in new construction; and/or the installation of an interpretive element of the original buildings to be displayed in a prominent location of the new courthouse.	**Implementation:** A qualified architectural historian shall prepare a Historic Resources Evaluation (HRE) to assess the historic resources identified at the site and assess eligibility for listing. **Timing:** The HRE shall be prepared prior to final design approval.	**Monitoring:** AOC shall provide a copy of the HRE to the City of Ukiah for their records. The HRE shall be kept on file with AOC.	**Report Submittal** Initials: _____ Date: _____ **SHPO Consultation** Initials: _____ Date: _____	Incomplete A Historic Resources Evaluation prepared by MIG (2022) determined the silo foundation and turtable/roundhouse were non-extant. The Depot is eligible for listing. The railroad grade is not eligible for listing but contributes to the setting of the Depot.

Impact	Mitigation Measure	Implementation Responsibility/Timing	Monitoring Responsibility	Verified Implementation	Status
Impact 4.4-2: Impacts Resulting from a Change in Significance of an Archaeological Resource. The Railroad Depot Site is located in a highly disturbed area, and site sensitivity is considered low for prehistoric resources; however, there is a potential that unknown resources could be discovered at the site during grading and excavation activities. Therefore, this would be a **potentially significant** impact.	**Mitigation Measure 4.4-2 - Railroad Depot Site:** The AOC: or its contractor, shall implement the following measures to reduce impacts on potential archaeological resources: • In the event that unanticipated previously unevaluated archaeological resources are discovered (i.e., burnt animal bone, midden soils, projectile points or other humanly-modified lithics, historic artifacts, etc.) all earth-disturbing work shall stop within 50 feet of the find until a qualified archaeologist can make an assessment of the discovery and recommend/implement mitigation measures as necessary.	**Implementation:** AOC or its Contractor shall include these measures on all appropriate bid, contract, and engineering and site plan (e.g., building, grading, and improvement plans) documents. AOC or its Contractor(s) shall implement this measure in the event cultural resources are discovered. AOC or its Contractor shall contact a qualified archaeologist upon discovery of resources to assess the find. **Timing:** During all earth disturbing phases of project construction.	**Monitoring:** AOC shall review all appropriate bid, contract, and engineering and site plan documents for inclusion of cultural resource mitigation. The archaeologist shall, if applicable, prepare a written record of survey results, archaeological discovery, and evaluation methodology to be submitted to AOC and the Northwest Information Center. In the event of an archaeological discovery, AOC shall coordinate with the archaeologist to develop an appropriate treatment plan for the resources.	**Plan Submittal** Initials: _____ Date: _____ **Treatment Plan** Initials: _____ Date: _____	Incomplete
Impact 4.4-3: Impacts (Direct or Indirect) on a Unique Paleontological Resource or Site, or Unique Geologic Feature. The Railroad Depot Site is considered to be in an area of low sensitivity for prehistoric resources; however, there is potential that unknown paleontological resources could be discovered at the site during grading and/or excavation activities required for the proposed project. Therefore, this would be a **potentially significant** impact.	**Mitigation Measure 4.4-3 - Railroad Depot Site:** The AOC, or its contractor, shall implement the following measures to reduce impacts on potential paleontological resources: • During ground-disturbing construction activities, in the event that fossils are discovered, all ground disturbing activities shall cease within a 100-foot radius of the find. A qualified paleontologist (an individual with an M.S. or Ph. D. in paleontology or geology), who is familiar with paleontological procedures and techniques, shall develop and oversee the implementation of a recovery plan that would remove the fossils.	**Implementation:** AOC or its Contractor shall include these measures on all appropriate bid, contract, and engineering and site plan (e.g., building, grading, and improvement plans) documents. AOC and/or its contractor(s) shall implement this measure in the event any paleontological resources are discovered. AOC or its Contractor shall contact a qualified paleontologist upon discovery of resources to assess the find. **Timing:** During all earth moving phases of project construction.	**Monitoring:** AOC shall review all appropriate bid, contract, and engineering and site plan documents for inclusion of paleontological mitigation. If paleontological resources are uncovered, a report shall be prepared by the qualified paleontologist describing the find and its deposition.	**Plan Submittal** Initials: _____ Date: _____	Incomplete
Impact 4.4-4: Impacts Resulting from Disturbance to Human Remains. Although the Railroad Depot Site has a low sensitivity for extant prehistoric resources, implementation of the proposed project could result in potential impacts to unknown archaeological resources, which may include human remains. Therefore, this would be a **potentially significant** impact.	**Mitigation Measure 4.4-4 - Railroad Depot Site:** In the event that unanticipated human remains are encountered., compliance with federal and state regulations and guidelines regarding the treatment of human remains shall be required. The following details the procedures to be followed in the event that new human remains are discovered.: • If human remains are unearthed during construction of the proposed project., State Health and Safety Code section 7050.5 requires that no further disturbance shall occur until the County coroner has made the necessary findings as to origin and disposition of the remains pursuant to Public Resources Code section 5097.98. If the remains are determined to be of Native American descent., the coroner has 24 hours to notify the Native American Heritage Commission (NAHC). The NAHC will then contact the most likely descendant of the deceased Native American., who will then serve as consultant on how to proceed with the treatment of the remains.	**Implementation:** AOC or its Contractor shall include these measures on all appropriate bid, contract, and engineering and site plan (e.g., building, grading, and improvement plans) documents. The AOC and/or its contractor(s) shall implement this measure in the event human remains are discovered. **Timing:** During all earth moving phases of project construction.	**Monitoring:** AOC shall review all appropriate bid, contract, and engineering and site plan documents for inclusion of cultural resource mitigation. The County Coroner will detail the findings in a coroner's report.	**Plan Submittal** Initials: _____ Date: _____	Incomplete
Greenhouse Gases					

Impact	Mitigation Measure	Implementation Responsibility/Timing	Monitoring Responsibility	Verified Implementation	Status
Impact 4.5-1: Project -Generated Emissions of GHGs. The proposed project could generate substantial GHG emissions that would be cumulatively considerable. This impact would be considered **potentially significant**.	**Measure 4.5-1b - Railroad Depot Site:** • Sufficient, convenient, and secure bicycle parking shall be included in the project design for both employees and a limited number of jurors. • The proposed project shall include end-of-trip facilities, which shall include private showers, lockers, and changing facilities for building employees. • Site design and building placement on the proposed project site shall minimize barriers to pedestrian access and connectivity. Physical barriers such as walls, berms, and landscaping that impede bicycle or pedestrian circulation shall not be included. • The proposed project shall provide safe and convenient bicycle/pedestrian access to transit. • The proposed project shall provide information publicizing transit options (e.g., routes, schedules, locations of stations) to employees and visitors in a centralized, highly visible location. Transit information shall be required as long as the building is functionally active.	**Implementation:** AOC or its Contractor shall incorporate these design features into all appropriate bid, contract, architectural, engineering, and site plan documents. **Timing:** During the project design phase, prior to approval of final project plans and start of construction.	**Monitoring:** AOC shall review all appropriate bid, contract, architectural, engineering, and site plan documents for inclusion of these GHG reduction measures.	**Plan Submittal** Initials: _____ Date: _____	Incomplete
Hazardous Materials					
Impact 4.6-1: Exposure to Hazardous Materials During Demolition. Within the Railroad Depot Site, the existing warehouse building was constructed between approximately 1963 and 1974 and the ceiling and/or fireproofing/insulation may contain ACMs. The existing shop building was also constructed during this same time period, and as such, both buildings may have the potential to contain LBPs. Additionally, minor concrete staining was observed at the existing shop building and indications of former 55-gallon drum storage were observed; therefore, hazardous materials may have been historically used and/or stored within the building, and may have resulted in release to soils and/or groundwater. The passenger depot building was constructed in approximately 1929; however, as the depot building would not be disturbed by the proposed project, no impacts with regard to potential release of ACMs or LBPs would occur. No PCB-containing equipment was observed on-site. Demolition of on-site structures with the proposed project could result in potential human exposure to hazardous materials contamination. This impact is considered **potentially significant.**	**Mitigation Measure 4.6-1 - Railroad Depot Site:** Prior to any demolition activities, the AOC shall conduct a survey to evaluate the presence of ACMs, LBPs, PCB-containing electrical and hydraulic fluids, and/or chlorofluorocarbons (CFCs), as well as any other potential environmental concerns (i.e., aboveground/underground fuel tanks, elevator shafts/hydraulic lifts, floor drains/sumps, chemical storage/disposal), which may be present within structures on the properties. ACMs and LBPs shall be abated and any remaining hazardous substances and/or waste shall be removed in compliance with applicable state laws and regulations.	**Implementation:** A qualified hazard materials inspector shall survey building materials for presence of hazardous materials and develop a demolition debris management and disposal plan for hazardous materials that are to be removed from the project site. A report of survey results and plan for material disposal shall be submitted to the AOC. **Timing:** Prior to any demolition activities.	**Monitoring:** Project Contractor shall submit waste management plan to AOC for review prior to site demolition. Project Contractor shall document compliance with the demolition debris management and disposal plan and the hazardous materials survey report during demolition and construction and submit documenttion to AOC. Copies of all documentation shall be kept on file with the AOC.	**Report Submittal** Initials: _____ Date: _____	Incomplete

Impact	Mitigation Measure	Implementation Responsibility/Timing	Monitoring Responsibility	Verified Implementation	Status
Impact 4.6-2: Exposure to Hazardous Materials or Site Hazards During Construction. The Railroad Depot Site formerly supported equipment and structures associated with operation of the passenger and freight railroad facility, and as such, contained industrial-type uses that may have required the use or presence of hazardous materials. As noted previously, a number of properties within the Railroad Depot Site have been identified as RECs and may require removal and/or remediation during construction activities, due to the potential for the exposure of hazardous materials or site hazards. The results of previous subsurface investigations indicate that Total Petroleum Hydrocarbons (TPH) such as diesel and motor oil, various polycyclic aromatic hydrocarbons (PAHs), metals (arsenic, copper, lead, nickel, zinc), and tetrachloroethylene have been detected in on-site soils and/or groundwater. Concentrations of these chemicals exceed established cleanup criteria. Additionally, potential hazards may have resulted from former on-site uses involving the presence of fuel storage, release of petroleum	**Mitigation Measure 4.6-2 - Railroad Depot Site:** The AOC shall prepare a Phase II ESA for any property to be included in the proposed project. Results of the Phase II shall inform the development of a Hazardous Material Removal and/or Management Plan (if needed), to be prepared by a qualified contractor. Should contamination still be present on-site, prior to the commencement of construction, the AOC shall require that a hazardous materials removal team be on-call and available for immediate response during site preparation, excavation, and any pile driving construction activities. Any hazardous material removal activities shall be contracted to a qualified hazardous materials removal contractor, as applicable to the material to be removed. The hazardous material removal contractor or subcontractor shall comply with the following: (1) Comply with the Hazardous Material Removal and/or Management Plan. (2) In the event that an unanticipated condition or suspected condition of soil and/or groundwater contamination are discovered during construction, work shall cease or be restricted to an unaffected area of the site as the situation warrants and the AOC shall be immediately notified. Upon notification, the AOC shall notify the DTSC or the local certified Unified Program Agency (CUPA) of the contamination, and the hazardous material removal contractor shall prepare a site remediation plan and a site safety plan, the latter of which is required by OSHA for the protection of construction workers. Similarly, the hazardous material removal contractor shall follow and implement all directives of	**Implementation:** The AOC or its contractor, shall prepare a Hazardous Material Management Plan (Soils Management Plan [SMP])to address potential health risks to site occupants and neighboring properties. The SMP should include: information on physical characteristics of the site; program participant roles and responsibilities; project schedules; a description of historical site uses and existing site conditions; a summary of previous soil, soil vapor and groundwater investigations; a discussion pre-field and field activities and reporting; regulatory screening criteria; soil and groundwater management objectives; best management practices; and dust and air monitoring procedures. **Timing:** Prior to start of ground disturbance activities.	**Monitoring:** A qualified hazardous material contractor shall prepared and submit the SMP to AOC for review. The contractor shall submit a final letter to the AOC confirming implementation of the SMP during site construction activities. The AOC shall kept all SMP documentation on file.	**Phase II ESA Report Submittal** Initials: _____ Date: _____ **Soil Management Plan** Initials: _____ Date: _____	Incomplete. Review of previous reports prepared by Ninoy & Moore (2022) found that a Phase II report was prepared (AECOM 2015) and that a Hazardous Material Management Plan for removal/treatment of materials is warranted (Bureau Veritas 2012) to satisfy Mitigation Measure 4.6-2.
Noise					
Impact 4.9-1: Long-Term Exposure of Existing Sensitive Receptors to Project-Generated Operational-Related Increases in Stationary Source Noise Levels. Operation of the proposed project could result in increased noise levels from stationary- sources that exceed the applicable standards at nearby offsite sensitive receptors at the Railroad Depot Site. Therefore, long-term onsite operation-related stationary-source noise could result in the exposure of persons offsite to or generation of noise levels in excess of applicable standards, or create a substantial permanent increase in ambient noise levels in the project vicinity without the proposed project. This impact is considered **potentially significant.**	**Mitigation Measure 4.9-1b - Railroad Depot Site:** Mechanical equipment shall be placed as far as feasible from sensitive receptors. Additionally, the following shall be considered prior to HVAC installation: proper selection and sizing of equipment, installation of equipment with proper acoustical shielding, and/or incorporating the use of parapets into the building design.	**Implementation:** The AOC shall incorporate this mitigation measure into all appropriate bid, contract, architectural, engineering, and site plan documents. **Timing:** During the project design phase.	**Monitoring:** The AOC shall review all appropriate bid, contract, and engineering and site plan documents for inclusion of this requirement.	**Plan Submittal** Initials: _____ Date: _____	Incomplete

Impact	Mitigation Measure	Implementation Responsibility/Timing	Monitoring Responsibility	Verified Implementation	Status
Impact 4.9-4: Short-Term Exposure of Existing Sensitive Receptors to Project-Generated Increases in Construction Source Noise Levels. Proposed project-generated increases in construction source noise levels could exceed the applicable standards at nearby offsite sensitive receptors. Thus, proposed project-generated construction source noise levels could result in the exposure of noise-sensitive receptors to a substantial temporary increase in ambient noise levels. Therefore, this impact is considered **potentially significant**.	**Mitigation Measure 4.9-4b - Railroad Depot Site:** Prior to commencement of construction, the AOC shall ensure that the proposed project complies with the following: • Construction contracts specify that all construction equipment, fixed or mobile, shall be equipped with properly operating and maintained mufflers and other state required noise attenuation devices. • Install sound barriers around the perimeter of the proposed project site when engaging in activities that will produce noise exposure exceeding the ambient daytime noise threshold of 50 dBA for adjacent residential uses. • When feasible, construction operations will use electric construction power in lieu of diesel powered generators to provide adequate power for man/material hoisting, crane, and general construction operations. • Property owners and occupants located within 250 feet of the proposed project boundary shall be sent a notice, at least 15 days prior to commencement of construction, regarding the construction schedule of the proposed project. A sign, legible at a distance of 50 feet shall be posted at the proposed project's construction site. The sign shall provide a contact name and a telephone number where interested parties can inquire about the construction process and register complaints. • The AOC shall provide a qualified "Noise Disturbance Coordinator." The Disturbance Coordinator shall be responsible for responding to any local complaints about construction noise. When a complaint is received, the Disturbance Coordinator shall determine the cause of the noise complaint (e.g., starting too early, bad muffler, etc.) and shall implement reasonable measures to resolve the complaint. All signs posted at the construction site shall include the contact name and the	**Implementation:** The AOC shall incorporate this mitigation measure into all appropriate bid, contract, architectural, engineering, and site plan documents. **Timing:** During the project design phase.	**Monitoring:** The AOC shall review all appropriate bid, contract, and engineering and site plan documents for inclusion of this requirement.	**Plan Submittal** Initials: _____ Date: _____	Incomplete
Traffic and Circulation					
Impact 4.10-1: Construction Traffic. Proposed project demolition and construction activities would generate traffic associated with the removal of materials and the delivery of materials and equipment to the project site and construction worker trips for both potential project sites. Although these vehicle trips would be limited to the proposed project construction schedule, depending on the timing of the trips and local traffic conditions, these trips could result in substantial increase in traffic on local roadways. Therefore, this impact would be considered **potentially significant.**	**Mitigation Measure 4.10-1 - Railroad Depot Site:** To minimize construction impacts to the transportation system, the following strategies shall be implemented: • Access to driveways and cross streets shall be maintained during construction, in accordance with traffic control standard plans or traffic handling plans. • Pedestrian access shall be maintained during construction, with at least one sidewalk open on one side of the roadway at all times. Additional signs shall be required to detour pedestrians when sidewalks are closed for contract work. • Bicycle traffic shall be maintained during construction. Additional signs and striping shall be required to direct bicycle traffic when bikeways are closed for contract work. • The AOC shall consult with the city regarding traffic activities during construction. • During the development of plans, specifications, and estimates (PS&E), the anticipated construction schedule(s) of adjacent project(s) shall be reviewed to determine if nearby projects should be indicated in the special provisions requiring cooperation of the contractor during construction.	**Implementation:** The AOC or its Contractor shall prepare a Construction Traffic Management Plan demonstrating implementation of these measures. The AOC shall include compliance with the construction traffic management plan as a requirement in all appropriate bid, contract, architectural, engineering, and site plan documents. **Timing:** Prior to start of project construction activity for plan preparation. During construction for plan implementation.	**Monitoring:** The AOC shall review all appropriate bid, contract, and engineering and site plan documents for inclusion of this construction traffic management plan requirement.	**Plan Submittal** Initials: _____ Date: _____	Incomplete

Impact	Mitigation Measure	Implementation Responsibility/Timing	Monitoring Responsibility	Verified Implementation	Status
Impact 4.10-2: Intersection Level of Service. The addition of proposed project-related traffic to local intersections would increase the traffic volumes at these intersections . If two of these locations remain stop sign controlled on the side streets, project-related traffic could result in the addition of traffic to Caltrans facilities already operating at LOS F under existing conditions. Therefore, this impact would be considered **potentially significant**.	**Mitigation Measure 4.10-2 -Railroad Depot Site**: Once a funding mechanism is identified and implemented by the City of Ukiah, Mendocino County, and/or Caltrans for improvements identified through the US-101/Perkins Street interchange, the AOC shall participate in the improvements through the contribution of fair share payments toward the signalization and roadway improvement of the US-101 northbound ramp/Perkins Street intersection and US-101 southbound ramp/Perkins Street intersection (fair share percentages are estimated at 5.1% for the Railroad Depot site).	**Implementation:** The AOC shall contribute fair share funding for intersection improvements. **Timing:** Upon availability of a funding mechanism by the City of Ukiah, Mendocino County, and/or Caltrans for improvements identified through the US-101/Perkins Street interchange.	**Monitoring:** The City of Ukiah, Mendocino County, and/or Caltrans are responsible for establishing the funding mechanism and securing the fair share funding from AOC in compliance of this measure.	**Funding Submittal** Initials: _____ Date: _____	Incomplete
Impact 4.10-3: Site Access. The proposed project will introduce new driveways connecting to existing or approved roadway facilities. The at- grade rail crossing and new access points the Railroad Depot Site could result in increased hazard due to operational features. This impact is considered **potentially significant.**	**Mitigation Measure 4.10-3a - Railroad Depot Site:** ***Vehicular Access*** • Where feasible, driveways shall be located opposite opposing driveways or intersection approaches. For example, if a driveway is provided at the Hospital Drive/Perkins Street intersection, the driveway approach shall align to form the south leg of the intersection. • Where feasible, offset driveways shall be avoided and driveways shall be located a minimum of 150 feet from intersections. ***On-Site Circulation*** • Where feasible, limit the number of aisle connections to the main circulation aisle to reduce the number of on-site intersections and to avoid creating multiple conflict points. Parking isle openings shall not be placed immediately adjacent to public driveways. • Two-way circulation aisles shall be provided and dead-end aisles shall be eliminated. **Mitigation Measure 4.10-3b- Railroad Depot Site:** ***At-Grade Railroad Crossing*** • Should the railroad become active prior to the completion of the proposed project, the AOC shall consult with the Northwestern Pacific Railroad Authority (NWPRA) and the California Public Utilities Commission (CPUC) to determine the best measures for rail crossing safety. Safety measures include, but are not limited to, the following: -Improvements to warning devices at the roadway-rail crossing; -Installation of additional warning devices; -Improvements to traffic signals at intersections adjacent to crossings;	**Implementation:** The AOC shall incorporate these design features into all appropriate architectural, engineering, and site plan documents. The AOC shall contribute fair share funding for at-grade rail crossing at-grade rail crossing safety measures on Perkins Street if the railroad becomes active. **Timing:** During the project design phase for vehicular access and onsite circulation measures. Prior to completion of project for identification of at-grade railroad crossing safety measures and funding if railroad becomes operational.	**Monitoring:** The AOC shall review all appropriate bid, contract, and engineering and site plan documents for inclusion of this requirement. AOC shall provide a memo to the file documenting status of potential railroad activity and coordination with NWPRA and CPUC. The NWPRA and the CPUC are responsible for establishing the funding mechanism for at-grade rail crossing safety measures on Perkins Street if the railroad becomes active and securing fair share funding from AOC in compliance of this measure.	**Plan Submittal** Initials: _____ Date: _____ **Railroad Status Memo** Initials: _____ Date: _____ **Funding Submittal** Initials: _____ Date: _____	Incomplete
Impact 4.10-4: Pedestrian Facility Effects. The addition of proposed project-related traffic to the transportation network would increase pedestrian volumes on some sidewalks and street crossings. The proposed project would potentially affect existing or planned pedestrian facilities. The proposed project would not conflict with adopted policies, plans, or programs regarding pedestrian facilities. Therefore, this impact would be considered **potentially significant**.	**Mitigation Measure 4.10-4a - Railroad Depot Site:** To minimize impacts to pedestrian facilities, the following strategies shall be implemented: • For the Railroad Depot Site, continuous sidewalks along the project frontage shall be maintained or provided. **Mitigation Measure 4.10-4c - Railroad Depot Site:** For the Railroad Depot Site, should the railroad become operational prior to the completion of construction, the AOC shall coordinate with the CPUC and the NWPRA to determine the specific pedestrian safety requirements for the at-grade rail crossing on Perkins Street.	**Implementation:** The AOC shall incorporate continuous sidewalks as a design feature into all appropriate architectural, engineering, and site plan documents. **Timing:** During the project design phase for continuous sidewalks. Prior to completion of project for identification of at-grade railroad crossing safety measures if railroad becomes operational.	**Monitoring:** The AOC shall review all appropriate engineering and site plan documents for inclusion of continuous sidewalks in project design. AOC shall provide a memo to the file documenting status of potential railroad activity and coordination with NWPRA and CPUC.	**Plan Submittal** Initials: _____ Date: _____ **Railroad Status Memo** Initials: _____ Date: _____	Incomplete

Impact	Mitigation Measure	Implementation Responsibility/Timing	Monitoring Responsibility	Verified Implementation	Status
Impact 4.10-5: Bicycle Facility Effects. The addition of proposed project-related traffic to the transportation network would likely increase bicycle volumes on some on- and off-street bikeways. The proposed project would potentially affect existing or planned bicycle facilities. The proposed project would not conflict with adopted policies, plans, or programs regarding bicycle facilities. Therefore, this impact would be considered **potentially significant.**	**Mitigation Measure 4.10-5a - Railroad Depot Site:** To minimize impacts to bicycle facilities, the following strategies shall be implemented. • Prior to final site design, the AOC shall consult with the city of Ukiah to identify potential bicycle improvements that could be incorporated into the proposed project. **Mitigation Measure 4.10-5b- Railroad Depot Site:** • A future Class I bike path on the east side of the Northwestern Pacific Railroad tracks was identified in the city's Bike Plan. The Railroad Depot Site plan access alternatives shall accommodate this future bike facility along with a connection to the site. • Should the railroad become operational prior to the completion of construction, the AOC shall work with the CPUC and NWPRA to determine the specific bicycle safety requirements for the at-grade rail crossing on Perkins Street.	**Implementation:** The AOC or its contractor shall implement this measure. **Timing:** During the project design phase for bicycle improvement facilities and coordination with City of Ukiah. Prior to completion of project for identification of at-grade railroad crossing safety measures if railroad becomes operational.	**Monitoring:** The AOC shall review all appropriate engineering and site plan documents for inclusion of continuous sidewalks in project design. AOC shall provide a memo to the file documenting coordination with City of Ukiah on potential bicycle facility improvements incorporated into project design.	**Plan Submittal** Initials: _____ Date: _____ **Railroad Status Memo** Initials: _____ Date: _____	Incomplete