

THE BOARD OF SUPERVISORS OF THE COUNTY OF STANISLAUS
ACTION AGENDA SUMMARY

DEPT: Chief Executive Office

BOARD AGENDA # B-7

Urgent Routine

AGENDA DATE August 27, 2013

CEO Concurs with Recommendation YES NO
pht
(Information Attached)

4/5 Vote Required YES NO

SUBJECT:

Approval of Matters Related to the Public Safety Center Expansion Project (AB 900 Phase II); Submit Schematic Design Drawings and a Possible Change to the Project Scope for Additional Maximum Security Beds if Within the Approved Project Budget to the State of California; Approve the Site Development Study; Complete the Required Real Estate Due Diligence; and Establish the Total Approved Project Budget and Related Actions

STAFF RECOMMENDATIONS:

1. Authorize the Project Manager to submit Schematic Design Drawings to the State of California, Board of State and Community Corrections, the State Fire Marshal and the California Department of Corrections and Rehabilitation for Project One (Housing and Medical/Mental Health); Project Two (Day Reporting Center) and Project Three (Intake Release, Transportation) as prepared by the HOK/LDA Design Team.
2. Approve by Board of Supervisors Resolution authorizing the Project Manager to seek a possible project scope change from the Board of State and Community Corrections from two 192 maximum bed units to up to two 240 maximum bed units if within the Approved Project Budget and already allocated State funding.

(Continued on Page 2)

FISCAL IMPACT:

On December 13, 2011, the Board of Supervisors approved the Financing Plan including the use of County funds to match State Lease Revenue Bonds and other local funding for a major expansion of the County's Public Safety Center and Detention Facilities.

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BOARD ACTION AS FOLLOWS:

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STAFF RECOMMENDATIONS: (Continued)

3. Approve the Public Safety Center Expansion Site Development Study and Neighborhood Plan as prepared by HOK which recommends the exact location at the approved site, the Stanislaus County Public Safety Center for the Housing Project (Project One) and the Day Reporting Center (Project Two) and authorize the Project Manager to completed the required Real Estate Due Diligence with the State Agencies as required for AB 900 Phase II funding.
4. Authorize the Project Manager, in coordination with County Counsel, to negotiate, draft and execute the Board of State and Community Corrections Agreement and the Project Delivery and Construction Agreement between Stanislaus County and the State Public Works Board, the Department of Corrections and Rehabilitation, and the Board of State and Community Corrections for the Assembly Bill 900 (AB 900) Phase II Jail Financing Program for the construction of portions of the Stanislaus County Public Safety Center Expansion/Jail Construction Project.
5. Direct the Auditor Controller to increase appropriations and estimated revenue in the Jail Expansion Project budget in the amount of \$83,446,177 as detailed in the Budget Journal form to fully appropriate the Approved Project Budget for all the remaining phases of work pursuant to the approved Project Plan.
6. Direct the Auditor Controller to increase appropriations and estimated revenue in the Project Three companion project budget in the amount of \$22,596,619 as detailed in the Budget Journal form to fund the remaining phases of work pursuant to the approved Project Plan.

FISCAL IMPACT: (Continued)

On June 5, 2012, the Board of Supervisors accepted the conditional award of \$80 million from the State of California Corrections and Standards Authority (now Board of State and Community Corrections) under Assembly Bill 900 (AB 900) Phase II Jail Financing Program for the construction of portions of the Stanislaus County Public Safety Center Expansion/Jail Construction Project.

The total estimated project budget for the AB 900 Phase II projects remains unchanged at \$89.5 million to fund the project. The funding sources remain unchanged with State funding of \$80 million (90%), and a County cash match contribution totaling \$9.5 million (10%).

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The primary sources of the match the County has committed to the project include \$1.5 million in existing appropriations previously approved by the Board of Supervisors for Jail Expansion and Master Planning, \$1.0 million from the Criminal Justice Facilities Fund, and \$7.0 million from an internal borrowing from the 2006 Tobacco Endowment Fund, for a total cash match of \$9.5 million. In addition, the sources include a non-cash match from land valued at \$500,000 at the site where the facility will be constructed, as outlined in the sources chart below:

AB 900 Phase II Funding Sources	
	<i>Amount</i>
AB 900 Phase II State Funding	\$80,000,000
2006 Tobacco Endowment Fund Borrowing	\$7,000,000
AB 900 Phase I Public Facility Fees Cash	\$1,500,000
Criminal Justice Facility Fund Cash	\$1,000,000
Subtotal	\$89,500,000
Non Cash Value of Land	\$500,000
Total Project Sources	\$90,000,000

The AB 900 Phase II Public Safety Center Jail Expansion Project will be financed on an interim basis using funds from the State's pooled money investment account and ultimately using long-term lease revenue bond financing.

On June 18, 2013, the Board of Supervisors approved and adjusted the budgets to fund the architectural design services and related project costs through design with an increase in appropriations and estimated revenue of \$2,552,823 for Projects One and Two, funded from AB900 Phase II funding and County funding. At the same time the Board of Supervisors approved a Professional Services Agreement with HOK for professional and architectural design services for Project Two (Day Reporting Facility) pursuant to the State award of AB 900 Phase II Lease Revenue Bond funding for the lump sum amount not to exceed \$287,500, as available within the total estimated project budget. Additional amendments to the agreement with HOK included medical equipment, food service, signage and neighborhood planning strategy for Project One totaling \$154,000 from funds available within the approved project budget.

The existing budget of \$4,553,823 for Projects One and Two of the AB 900 Phase II project was established pursuant to the approval of Agenda Items on October 2, 2012, and June 18, 2013, funded from the Tobacco Endowment Fund and the Criminal Justice Facilities Fund. In addition, \$1.5 million of appropriations remaining from AB 900 Phase I was approved to carry forward into the Phase II project, funded by Public Facilities Fees. The current recommendation to now fully fund the Approved Project Budget increases the existing project budget by \$83,446,177 for the entire project from

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design development through construction completing the \$89.5 million overall project budget. Funding sources for this increase are the remaining Tobacco Endowment Fund commitment and \$80 million in State AB 900 funds. Project One and Project Two budgets have been updated to reflect the Project Plan as outlined in the uses chart below:

AB 900 Phase II Uses - Through Construction

	<i>Project 1</i>	<i>Project 2</i>	<i>Total Projects 1 & 2</i>
Salaries/Project Management	\$3,939,600	\$251,400	\$4,191,000
Services & Supplies	\$6,264,900	\$288,600	\$6,553,500
Architect	\$3,088,500	\$354,000	\$3,442,500
Cost Applied Charges	\$59,400	\$3,600	\$63,000
Construction	\$70,500,000	\$4,750,000	\$75,250,000
Total Project Uses	\$83,852,400	\$5,647,600	\$89,500,000

The Project Delivery and Construction Agreement (PCDA) provides the mechanism for lease of the project site to the State and for design and construction of the facility by the County using State and County funding. A maximum State funding allocation will be established for \$80 million. The Agreement provides the mechanism for obtaining State financing, first via an interim loan issued by the State’s Pooled Money Investment Board, and ultimately via the issuance of lease revenue bonds by the State Treasurer to finance this and other State funded projects. The PDCA also delivers the instrument for design, construction, operation and maintenance of the proposed Public Safety Center Expansion, Projects One and Two. The Agreement, once available from the State for review and execution by the County, will include the definition of responsibilities, eligibility of project costs for State reimbursement and conditions for design, construction and operation of the facility.

The construction budget for Project One is \$64,515,037. With submittal of schematic design drawings, HOK has provided the County with a construction *estimate* of \$62,808,244. The construction estimate includes a possible scheme to increase the maximum security bed count per unit from 192 beds to 240 beds, for which the Project Manager requests the Board of Supervisors approve a Resolution for the Board of State and Community Corrections (BSCC) to consider a scope change to the project scope summary. Project Two has a construction budget of \$4,381,944. At this early stage of project design, the construction *estimate* is right at the budget and more work will be done during the final design to identify alternates and bidding strategies. HOK/LDA and the Project Team are evaluating all options to bring the project within budget as the project approaches the completion of performance criteria and concept drawings.

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Design work is ongoing on both AB900 projects at this time with the State paying eligible costs of construction up to \$80 million. Both Projects One and Two are from the same pool of State funds and as such with Project Two bidding first, there will be an ability to adjust between the two projects to maximize the effective use of the State funds.

Project Three, Intake, Release and Transportation, is fully funded by the County with the dedication of \$24,044,509 in funding set aside from Public Facility Fees as approved by the Public Facility Fee committee in November 2011 and further accepted by the Board of Supervisors on December 13, 2011. On October 12, 2012, the Board of Supervisors approved revenue and appropriations through schematic design in the amount of \$735,090. On June 18, 2013, the Board of Supervisors approved an increase in appropriations and estimated revenue of \$712,800 for Project Three. Project Three will use remaining balance PFF in the amount of \$22,596,619 with no impact to the repayment of debt service of the respective funds or to the General Fund. The Project Manager now requests to establish the full Project Budget through construction as outlined in the sources and uses chart below:

County Project 3 Uses - Through Construction	
Proposed Sources	Project 3
Public Facility Fees-Jails	\$17,603,703
Public Facility Fees-Detention	\$6,440,806
Total	\$24,044,509
Proposed Uses	Project 3
Salaries/Project Management	\$1,447,674
Services & Supplies	\$1,327,403
Architect	\$1,175,000
Cost Applied Charges	\$30,500
Construction	\$20,063,932
Total Project Uses	\$24,044,509

The construction only portion of the Project budget for Project Three is \$17,750,000. With submittal of schematic design drawings, HOK has provided the County with a construction estimate of \$17,251,808. Further design work is being done at this time to find additional cost savings and design efficiencies.

As the Public Safety Center Jail Expansion project progress, all major project decisions will be brought back to the Board of Supervisors at each phase of these projects for consideration, review, and approval.

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DISCUSSION:

Background

On December 13, 2011, the Board of Supervisors authorized the submission of an application for AB 900 Phase II (Public Safety and Offender Rehabilitation Services Act of 2007) funding for urgently needed jail facilities. Stanislaus County competed on a state-wide basis and the State selected the Stanislaus County Proposal for full funding, as the number one ranked medium size County in California.

On March 9, 2012, the County was notified by the Corrections Standards Authority that it was awarded \$80 million in State Local Jail Construction funding (AB 900 Phase II), which requires a \$9.5 million local cash match, for a proposed project totaling \$89.5 million.

On May 30, 2012, as previously authorized by the Board of Supervisors, the Project Manager initiated the qualifications-based procurement process for architectural services through a Request for Statements and Qualifications (RFQP). The County separated the Master Jail Expansion Project into *three separate Projects* as outlined below:

- **Project One (Housing Units)** – Included two maximum security housing units (192 beds each), special needs housing unit, medical and mental health housing unit (72 beds), health services facility, and security administration, to be funded 90% by Assembly Bill/AB 900 Phase II funding and 10% by County matching funds.
- **Project Two (Programs/Day Reporting Facility)** - Included the Programs / Day Reporting Facility to be funded 90% by Assembly Bill/AB 900 Phase II funding and 10% by County matching funds.
- **Project Three (Intake, Release, and Transportation)** - Included various support facilities to be funded entirely by County funds through money set aside from Public Facility Fees.

On September 11, 2012, the State Public Works Board (SPWB) approved Stanislaus County's project scope, project schedule and project costs, which was a significant milestone that allows Stanislaus County to be the first county in the State to be awarded under AB 900 Phase II Jail Construction funding to initiate the project and begin the design phase of construction. With the SPWB approval of the project scope, cost and

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schedule, the Project Manager was able to begin to incur expenses for specified activities which are reimbursable including architectural programming and design.

On October 2, 2012, the Board of Supervisors awarded contracts for the bridging architectural services for Projects One, Two and Three of the Public Safety Center Expansion. On October 3, 2012, the Project Manager issued a Notice to Proceed on the Programming / Schematic Design phases for all three projects.

On June 18, 2013, the Board amended the design contracts with HOK Architects of San Francisco, California for all three projects including: Amendment Two to the Professional Services Agreement for Project One for additional services of medical equipment planning, food service planning, signage and a neighborhood planning strategy; Amendment One to the Professional Services Agreement for Project Three for signage design; and a new contract with the Architect to deliver design build bridging documents for Project Two, Programs/Day Reporting Facility. The project budgets through bridging design were updated to reflect the increased scope of work to be performed by HOK. Additionally, the Board approved the jail staffing plan for transition services necessary during the design and construction of the Public Safety Center Expansions and jail construction projects at the site.

The Design and Project team have completed the schematic design drawings phase and will be progressing through a series of complex tasks to gain approval from the Board of Supervisors and various State agencies for the review and approval of funding, design and construction of these vital public safety projects.

Task List

<u>Tasks Completed:</u>	<u>Completion Date:</u>
<input checked="" type="checkbox"/> Update Adult Detention Master Plan.....	11/2011
<input checked="" type="checkbox"/> Update Adult Detention Needs Assessment	12/13/2011
<input checked="" type="checkbox"/> Develop and Approve Project Financing Plan.....	12/13/2011
<input checked="" type="checkbox"/> Application to State for AB900 Funding.....	1/11/2012
<input checked="" type="checkbox"/> Receive Conditional Award of AB900 Grant funding	3/15/2012
<input checked="" type="checkbox"/> File CEQA Notice of Determination with County Clerk-Recorder	6/5/2012
<input checked="" type="checkbox"/> File CEQA Notice of Determination with State Clearinghouse	6/5/2012
<input checked="" type="checkbox"/> Closure of 30-Day Filing Period for California Environmental Quality Act (CEQA) Notice of Determination with the State Clearinghouse.....	7/5/2012
<input checked="" type="checkbox"/> State Public Works Board Approves Project Scope, Cost, & Schedule	9/11/2012
<input checked="" type="checkbox"/> Select and Engage Architectural Services	10/3/2012
<input checked="" type="checkbox"/> State Public Works Board Approves Project Scope, Cost, Schedule	9/11/2012
<input checked="" type="checkbox"/> Hire Architecture Consultant for Projects 1, 2 and 3.....	10/2/2012

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- Revise Architectural Agreement and Project Delivery Method 6/18/2013

Tasks To Be Completed:

- Approval to Submit Schematic Design of Projects 1, 2 and 3 Today*
- Approval of Site Development Study and exact siting locations at the PSC Today*
- Complete Due Diligence for Lease Revenue Bond Funding
- Issue Request for Statements of Qualifications from Design-Build Entities for Projects 1, 2 and 3
- County Signs Project Delivery and Construction Agreement and BSCC Agreement
- Submit Possible Scope Change to BSCC to two 240 bed maximum housing units
- Approve 30-year Operational/Staffing Plan of Projects 1 and 2
- State Public Works Board Approves Ground Lease, Easement Agreement and Right of Entry
- Complete Performance Criteria/Concept Drawings of Project 1 and 2
- Board Approves Performance Criteria and Concept Drawings for Projects 1, 2 and 3
- State Fire Marshall Approves Performance Criteria/Concept Drawings of Projects 1 and 2
- Issue Request for Statement of Qualifications (RFSOQ) on Projects 1, 2 and 3
- State Public Works Board Approves Project Delivery and Construction Agreement and BSCC Agreement
- Approve Pre-Qualified Design-Build Entities for Projects 1, 2 and 3
- Negotiate Final Ground Lease, Easement Agreement, and Right of Entry
- State Public Works Board Approves Performance Criteria/Concept Drawings of Projects 1 and 2
- Funding Approval from Pooled Monies Investment Board and DOF for Projects 1 and 2
- DOF approves Request for Proposals (RFP) for Projects 1 and 2
- Receive Proposals for Project 2, Programs/Day Reporting Facility
- Interview Design-Build Teams for Project 2, Programs/Day Reporting Facility
- Receive Proposals for Projects 1 and 3
- Interview Design-Build Teams for Projects 1 and 3
- Board Conditional Award of Design-Build Construction Contract for Project 2, Programs/Day Reporting Facility
- Board Conditional Award of Design-Build Construction Contract for Projects 1 and 3, Housing Units and Intake, Release and Transportation
- DOF Action to Award Design-Build Contracts for Projects 1 and 2
- Issue Notices to Proceed with Design-Build Construction of Projects 1, 2 and 3
- Submit Final Bridging Documents for Projects 1, 2 and 3 to State Fire Marshal
- Receive Approval of Final Bridging Documents from BSCC on Projects 1 and 2
- Completion of Construction of Project 2, Program/Day Reporting Facility
- Completion of Construction of Projects 1 and 3, Housing Units and Intake, Release and Transportation

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- Bond Sale
- Commissioning and Occupancy

This action item recommends the Board of Supervisors approval of several actions essential to secure AB 900 grant funds for Public Safety Center Expansion and other related items.

Next Recommended Actions:

- *Authorize the Project Manager to submit the Schematic Design Drawings to the State Agencies, the Board of State and Community Corrections, the State Fire Marshal, the California Department of Corrections and Rehabilitation for Projects One, Two and Three of the Public Safety Center Expansion as prepared by HOK/LDA Design Teams.*

HOK of San Francisco, California has provided the County with schematic design-build design drawings for Projects One, Two and Three of the Public Safety Expansion Project. The Project Team, including the County Chief Executive Office Capital Projects, Sheriff's Department, Probation Department and Behavioral Health and Recovery Services and the Architect Team comprised of HOK, LDA Partners and their many specialized sub-consultants and engineers, are providing a schematic design package that meets the project scope previously approved by the State Public Works Board together with the Architect's estimate for schematic design drawings for all three projects. The schematic design drawings package represents a 75% submittal of performance criteria and concept drawings (bridging documents). Performance criteria and concept drawings are projected to be presented to the Board of Supervisors in Fall 2013 with an updated Architect's estimate of construction.

Project One-Housing Units

Project One, Housing Units, is designed to include two 192-bed maximum security housing units, with an additive alternative to consider a substitution of up to two 240-bed maximum security housing units if Bid Proposals are within the established project budgets. Additionally, Project One includes a 57 bed medical housing unit, a 15-bed health services unit, and a security administration function consisting of approximately 115,000 square feet total of new jail housing, treatment and program space. With today's action, the Board of Supervisors will approve a resolution authorizing the Project Manager to consider a possible additive alternative scheme, which includes a project scope change of up to two 240-bed maximum units, to the Board of State and Community Corrections (BSCC) for approval of a possible scope change. This additive

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alternative scheme could bring the total amount of new beds in Project One to up to 552 beds.

Each of the three housing units will include a secure sally port entry, a security control room, video visitation cubicles, showers, secure dayrooms and outdoor recreation space, a retherm kitchen, and multipurpose and interview rooms. All three housing units will also include program services space for adult education, religious services, counseling, self-help classes, mental health evaluations/classes, and other life-skills and job/career preparatory programs to help reduce recidivism and assist with rehabilitation.

The two maximum security units are designed with a two story building scheme split between six, double tier housing pods that can hold 36 inmates each, for a total of 192 beds per unit. An additive alternative will add to the footprint to each maximum security unit to allow for up to a 240 bed housing unit. Unit control is central to each pod with views extending down the pod and through a security glass wall that separates the housing unit from the secure outdoor recreation area. Given the level of classification of the inmate at the maximum security level, this proposed design allows the Sheriff's Office to exercise the highest level of control and segregation for these housing units. Between the two maximum security units will be a secure sallyport for access to staff dining. Given the extreme nature of detention work, this much needed feature will allow staff to have a dedicated space for dining and breaks within the secure detention perimeter and allow staff to respond to emergency situations where needed without leaving the immediate area of their assigned housing units.

AB109 Realignment and a shifting local jail population have driven the County Project Team to design a medical housing unit that will be constructed on a single level, with single occupancy cells. Design of the medical housing unit will allow for the treatment and segregation of mental health inmates and inmates with special health needs. Construction of this housing unit will be similar to maximum security housing units, but will also include safety cells and other health services related features where applicable.

The Health Services Unit will include health care staff office space, exam rooms, medical isolation cells, patient cells, holding cells, dental services space, secure records space, an equipment room and workstation, medical distribution, a conference room, a laboratory, exam rooms, patient rooms, an anteroom, and deputy and nurse workstations. The Health Services Unit is being designed in accordance with California Office of Statewide Health Planning and Development (OSHPD) standards to allow possible future licensing of the clinic facility; however, licensing is not anticipated nor required for the planned services to be provided initially. The unit will work to support the sheltered housing care of inmates not able to reside within any other housing units

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of the jail system due to the inmate's health condition. This effort to include a health services unit will assist in reducing operational costs of the Sheriff's Department budget for transportation and hospitalization of inmates at private medical centers. The unit will be serviced with a contracted private medical provider and County mental health service providers within Behavioral Health and Recovery Services (BHRS).

A security administration (control) center will include central control, sally port entry, armory and key control, facility commander and other shift/watch command office space. Additional space for tactical operations will also be included with a conference room for briefings.

Project One, using AB 900 jail construction funding, will fund the construction of secure staff parking to accommodate 144 vehicles, a jail transportation vehicular sallyport with folding security gates and an intake and transport parking lot that can accommodate 32 vehicles. This circulation and parking function of the County jail system will be greatly enhanced from the existing condition of the downtown Men's Jail to allow easy turnaround of full size commercial County jail and State prison transport vehicles.

The construction budget for Project One is \$64,515,037. With submittal of schematic design drawings, HOK has provided the County with a construction *estimate* of \$62,808,244. The Project Team has developed a list of value engineered additive and deductive alternates that will assist the County in delivering Project One within the Board approved project budget. The list of items will be further refined as HOK and the County Project Team develops performance criteria and concept drawings for further consideration by the Board of Supervisors.

Project Two- Programs/Day Reporting Facility

Project Two, Programs/Day Reporting Facility, will allow the Probation Department, Behavioral Health and Recovery Services and Sheriff's Office to assist with rehabilitative and treatment services, monitoring and provide post release activities to the AB109 Realignment and SB 678 Probation offender population. The single story structure will be a stand-alone facility that is located west of the new Project Three and existing Immediate Action Plan at the Public Safety Center. The anticipated 13,574 square foot building will include a public reception lobby with controlled access to group classrooms, computer lab, drug testing, and interview rooms. Secure administration will allow for the departmental users to conduct business in a mix of private offices and team rooms. A staff break room and additional combination locker room and restrooms will serve the secure administration side of the building. The Project Two site will include 15 public paved parking spaces, 45 secure staff paved parking spaces and adequate low maintenance landscape. This new facility will become the permanent

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location of the Day Reporting Facility, replacing the need for space at 801 11th Street and the Day Reporting Modular Annex at 825 12th Street, both currently in downtown Modesto.

The construction budget for Project Two is \$4,381,944. At this early stage of project schematic design drawings, the construction estimate is on budget. HOK and the Project Team are evaluating all options to ensure the project can be completed within the approved funding as the project approaches the completion of performance criteria and concept drawings. Variables relating to site work and building systems are being evaluated for additional cost savings.

Project One and Project Two are part of the total allocation of funds awarded by the State. The bidding strategy calls for Project Two to be bid first and if funds are needed, it will be funded from the entire funds available.

Project Three- Intake, Release, and Transportation

Project Three, Intake, Release, and Transportation, will become the hub of the Sheriff's Detention System and will support the jail expansion with the new Project One. As designed, the project includes a public lobby and limited visiting area, jail administration, inmate intake & release, staff support, and all necessary circulation and common space within a single story building. The vital intake, release and transportation function has been designed to meet the full build out the Public Safety Center with the Sheriff's Office Detention staff having significant input on the design of this critical function. The women's intake currently located at the Public Safety Center will be relocated to this newly designed intake area, which will accommodate the booking and custody actions of all adult males and females in the County jail system. Consequently, the new facilities will replace the existing Downtown Men's Jail intake, release and transportation function. A public lobby will be located on the western side of the project and will serve as the public interface for the entire County jail system. Secure staff parking, law enforcement access and the transportation function will be situated on the eastern side of the building.

Project Three, funded solely by County Public Facility Fees, will fund the costs of construction of the public face of the jail expansion including a new architecturally appropriate entrance to the Sheriff's Detention Center and its accompanying public improvements with adequate landscaping and hardscape. Design of the public lobby is a compromise of budget and efficiency with enough room for fixed seating, a reception window, two visitor toilets, public lockers and dedicated space for three video visitation booths and an interview room. At this time, the Project Team anticipates having an inmate video visitation system, including a remote visitation center, in place prior to the

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opening of Project One and Project Three at the Public Safety Center. The new public lobby will be a significant improvement over the existing Men's Jail.

Included in the detention function of Project Three is a new pre-booking area for local law enforcement, a processing counter with photo fingerprinting and adjacent male and female waiting area. Records for active and inactive holding are adjacent to the processing counter. An intake nurse exam area has been included for screening prior to the inmate visiting the classification office and being placed within the appropriate housing unit. Numerous holding, safety and sobering cells have been included in the in-custody intake area. Inmate property storage, with clothing exchange windows, has been generally sized to meet the needs of the facility throughout the long term. Additional space for transportation has been included for the efficient and safe transport of inmates to and from the downtown Modesto courthouse, State prison and other sites.

Construction of the Sheriff's Office support services and administration will be located and funded within Project Three. This portion of Project Three will include administrative space for command of the Jail system and Public Safety Center, staff training and briefing rooms. A physical training room has been designed including staff lockers for males and females for storage of personal and Sheriff's Office issued property.

The construction budget for Project Three is \$17,750,000. With submittal of schematic design drawings, HOK has provided the County with a construction *estimate* of \$17,251,808. The Project Team has developed a list of value engineered additive and deductive alternates that will assist the County in delivering Project Three within the Board approved project budget. The list of items will be further refined as HOK and the County Project Team develops performance criteria and concept drawings.

- *Authorize the Project Manager to submit schematic design drawings to the Board of State and Community Corrections, State Fire Marshall and California Department of Corrections and Rehabilitation for Projects One and Two.*

The 2007 Local Jail Construction Funding Program (AB900) regulations and AB 900 Capital Outlay and State Public Works Board Guidelines require the submittal of schematic design drawings to the Board of State and Community Corrections (BSCC), State Fire Marshall and California Department of Corrections and Rehabilitation (CDCR) for AB 900 funded projects within 18 months of award of funding. Upon approval by the Board of Supervisors of the schematic design drawings, staff will submit approved schematic design documents for Projects One and Two to the State in September 2013 for applicable reviews. It is anticipated that the Board of Supervisors will be asked to review and approve performance criteria and concept drawings (actual design-build

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bidding documents) in Fall 2013, which will also be subsequently transmitted to the State after those documents are approved.

- *Approve by Board of Supervisors Resolution authorizing the Project Manager to seek a possible project scope change from the Board of State and Community Corrections from two 192 maximum bed units to up to two 240 maximum bed units if within the Approved Project Budget and already allocated State funding.*

With the approval of schematic design drawings, the Board of Supervisors is also accepting the potential for an additive alternative to increase the overall bed count of Project One from 456 beds to up to 552 beds, by increasing the size of the two maximum security housing units within Project One. The Board of Supervisors will have the ability to review and approve an increase of jail beds when design-build proposals are received and if within the established project budgets. Early possible scope change approval is required by the Board of State and Community Corrections if in the event as a result of bidding the project, funds are available to build the additional beds.

- *Approve the Public Safety Center Expansion Site Development Study and Neighborhood Plan as prepared by HOK which recommends the exact location at the approved site, the Stanislaus County Public Safety Center for the Housing Project (Project One) and the Day Reporting Center (Project Two) and authorize the Project Manager to completed the required Real Estate Due Diligence with the State Agencies as required for AB 900 Phase II funding.*

On June 18, 2013, the Board of Supervisors approved an Amendment to the Professional Services Agreement with HOK to include the development of a site development planning effort in their contracted scope of work. HOK, coordinating with professional transportation planners and civil engineers, has prepared a Site Development Study and neighborhood plan for the use of long term planning of the site and immediate needs of the Jail Expansion Projects. The study has identified a public interface of public safety uses, circulation, parking and building sites for future appropriate public uses at the site. Projects One, Two and Three are site located within this plan, setting the framework for future development and expansion of the Public Safety Center contained on 100 acres dedicated to public safety functions. This study identifies the "exact" location on the approved Public Safety Center location for both Projects One and Two, which will be "carved out" for the State Lease Revenue Bond requirements until the state retires the debt for the Stanislaus County AB 900 Phase II project.

Project Two, Programs/Day Reporting Facility, is recommended to be moved slightly to the west of the first site plan at the Public Safety Center and west of the current facilities and the new Project 3. The existing Detention Facilities at the Site will tie in with

Approval of Matters Related to the Public Safety Center Expansion Project (AB 900 Phase II); Submit Schematic Design Drawings and a Possible Change to the Project Scope for Additional Maximum Security Beds if Within the Approved Project Budget to the State of California; Approve the Site Development Study; Complete the Required Real Estate Due Diligence; and Establish the Total Approved Project Budget and Related Actions

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planned public interface zone included in the Site Development Study. Project Two does not need a direct connection to the in-custody security zone as it serves the purpose of treatment and rehabilitation programs to offenders. The proposed site location develops the Public Safety Center site to the highest and best use of the available land for this particular project. Board approval of the revised exact location for Project Two will allow the Project Team to complete due diligence and provide a suitable parcel carve out as required by the State.

- *Authorize the Project Manager, in coordination with County Counsel, to negotiate, draft and execute the Board of State and Community Corrections Agreement and the Project Delivery and Construction Agreement between Stanislaus County and the State Public Works Board, the Department of Corrections and Rehabilitation, and the Board of State and Community Corrections for the Assembly Bill 900 (AB 900) Phase II Jail Financing Program for the construction of portions of the Stanislaus County Public Safety Center Expansion/Jail Construction Project.*

The Project Delivery and Construction Agreement (PDCA) is the master project development agreement between the County and State of California for funding, construction and delivery of the AB900 Phase II funded projects. The Project Manager seeks authority to negotiate and finalize the PDCA for final approval of all related agreements by the Board of Supervisors in Fall 2013; as precursor to the State Public Works Board approval of the Agreement and design of Projects One and Two.

- *Authorize the establishment of the full project budget by increasing appropriations and revenues in the Jail Expansion Project Budget as outlined on the attached Journal. This increase is in full accordance with the Approved Project Budget and recommends \$83,446,177 for the Projects One and Two and \$22,596,619 for the Project Three budget.*

This action will establish the full appropriations and revenues for the State funding and County Funded Projects to complete the work from planning and design through construction and to occupancy.

The amounts recommended are consistent with the original Financing Plan and the Approved Project Budget for all three project components.

Approval of Matters Related to the Public Safety Center Expansion Project (AB 900 Phase II); Submit Schematic Design Drawings and a Possible Change to the Project Scope for Additional Maximum Security Beds if Within the Approved Project Budget to the State of California; Approve the Site Development Study; Complete the Required Real Estate Due Diligence; and Establish the Total Approved Project Budget and Related Actions

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Schedule

The Project Team plans to return to the Board of Supervisors in October 2013 to request approval of Performance Criteria and Concept Drawings for Projects One, Two and Three of the Public Safety Center Expansion and authorization for the Project Manager to issue a Request for Statement of Qualifications and a Request for Proposals for the design-build construction of the projects. At the same time, the Board of Supervisors will review the Operational Statement, Preliminary Staffing Plan, Construction Management Plan and analysis for facility costs. All of these documents will be transmitted to the Board of State and Community Corrections (BSCC), Department of Finance, California Department of Corrections and Rehabilitation (CDCR) and State Fire Marshal as a requirement of AB900 Phase II.

The Project Manager will also return to the Board of Supervisors with a request to approve the Project Development and Construction Agreement (PDCA) and BSCC Agreements in November 2013. Shortly thereafter, the Project Team will coordinate with the Department of Finance for finalization and approval of the PDCA and BSCC Agreements by the State Public Works Board in December 2013. In January 2014, the State Public Works Board will be asked to review and approve the County's agreements, budgets, cash flow, cost estimates, performance criteria and concept drawings for Project One and Project Two, Request for Proposals (RFP) and project schedule.

In January 2014, the State Pooled Money Investment Board (PMIB) is anticipated to consider approval of the loan request for Projects One and Two in the total AB900 Phase II award amount of \$80 million. The Department of Finance will be then requested to approve the County RFP for design-build construction of the projects. The Project Manager expects to release the RFP for all three projects in January 2014, with proposals due for Project Two in March 2014 and proposals for Projects One and Three due in April 2014. Staff will return to the Board of Supervisors beginning in April 2014 to commence an award on Project Two, and again in May 2014 for award of Projects One and Three. As a prerequisite to commencing final design and construction activity, the State Department of Finance will approve the Board's conditional awards of both Project One and Two.

Construction completion is anticipated in 2016. Construction of the projects will have a significantly positive impact in terms of temporary construction-related employment locally and off-site and result in a considerable public safety improvement.

Approval of Matters Related to the Public Safety Center Expansion Project (AB 900 Phase II); Submit Schematic Design Drawings and a Possible Change to the Project Scope for Additional Maximum Security Beds if Within the Approved Project Budget to the State of California; Approve the Site Development Study; Complete the Required Real Estate Due Diligence; and Establish the Total Approved Project Budget and Related Actions

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POLICY ISSUES:

All of the actions in this item will advance the Board of Supervisors' priority to strive for A Safe Community by increasing detention capacity to meet projected needs and minimize use of alternatives to incarceration for potentially dangerous criminals.

These actions also support the Board's priority to provide Efficient Delivery of Public Services in pursuing State funds by leveraging limited County resources effectively.

STAFFING IMPACTS:

On June 18, 2013, the Board of Supervisors approved the jail staffing plan for transition services necessary during the design and construction of the Public Safety Center Expansions and jail construction projects at the site. As previously reported relating to the Public Safety Center Jail Expansion, the cost to operate and staff the additional 456 beds and the associated facilities is considerable. Staff anticipates using a flexible implementation strategy to maximize all available tools and resources, including staffing, that will allow the County to safely house inmates within appropriately secure facilities. Upon construction completion, the staffing and transition to the new jail facilities will be phased based on the County's economic recovery. AB 900 Phase II funding includes the provision that the County is not obligated to fully staff the new facilities upon opening.

The inclusion of a Programs/Day Reporting Center is included in the Project Scope to provide alternatives to incarceration and allow the transition from existing facility beds to the new beds, in addition to the new beds that will be constructed and minimize additional operating costs. The Community Corrections Partnership (CCP) funding will be a key resource in meeting the increased cost to operate these new facilities.

Now that the County has been awarded \$80 million for new jail construction, and when the plan is fully implemented to include those components funded by AB 900 Phase II, if fully staffed, consistent with the Crout and Sida Criminal Justice Consultants staffing plan recommendations, 72.38 additional sworn positions may be needed at an increased General Fund obligation of approximately \$7.7 million. A more fully developed staffing plan will be developed as the project progresses further with bridging design.

The Companion Facility and corresponding functions constructed by Public Facilities Fees, if fully staffed, consistent with the Crout and Sida Criminal Justice Consultants staffing plan recommendations, 21.95 additional positions may be needed at an increased General Fund obligation of approximately \$2.3 million

Approval of Matters Related to the Public Safety Center Expansion Project (AB 900 Phase II); Submit Schematic Design Drawings and a Possible Change to the Project Scope for Additional Maximum Security Beds if Within the Approved Project Budget to the State of California; Approve the Site Development Study; Complete the Required Real Estate Due Diligence; and Establish the Total Approved Project Budget and Related Actions

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It is anticipated this staffing pattern will provide the supervision necessary to maintain the span of control and to ensure that transportation and administrative services required outside the new 456 beds and beyond the management required if simply monitored by Public Safety Center staff. The County's long-range financial model forecasts the additional costs starting in Fiscal Year 2016-2017.

Sheriff's Office staff has also taken into consideration the additive alternative scheme for up to two 240 bed units, for a total of up to 552 beds with a net increase of up to 96 beds from the expected figure estimated for the additional staffing cost within Fiscal Year 2016-2017. To maximize existing resources and provide no further impact to the General Fund above previously stated obligations, Sheriff's Office staff expects the equal transition of staff resources and inmates from the Men's Jail in downtown Modesto to cover the net increase of 96 jail beds, if they can be constructed. The enhanced additive alternative scheme for Project One, if constructible within the established project budget, will not sit empty as the designed maximum housing units are safer and more secure than the Men's Jail for that level of inmate classification.

CONTACT PERSON:

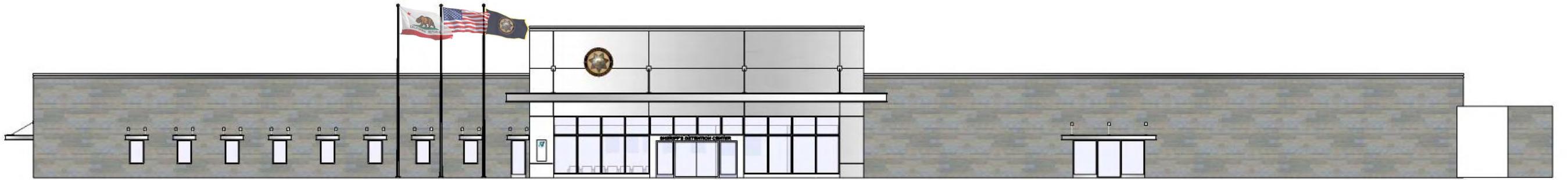
Patricia Hill Thomas, Chief Operations Officer. Telephone: 209-525-6333

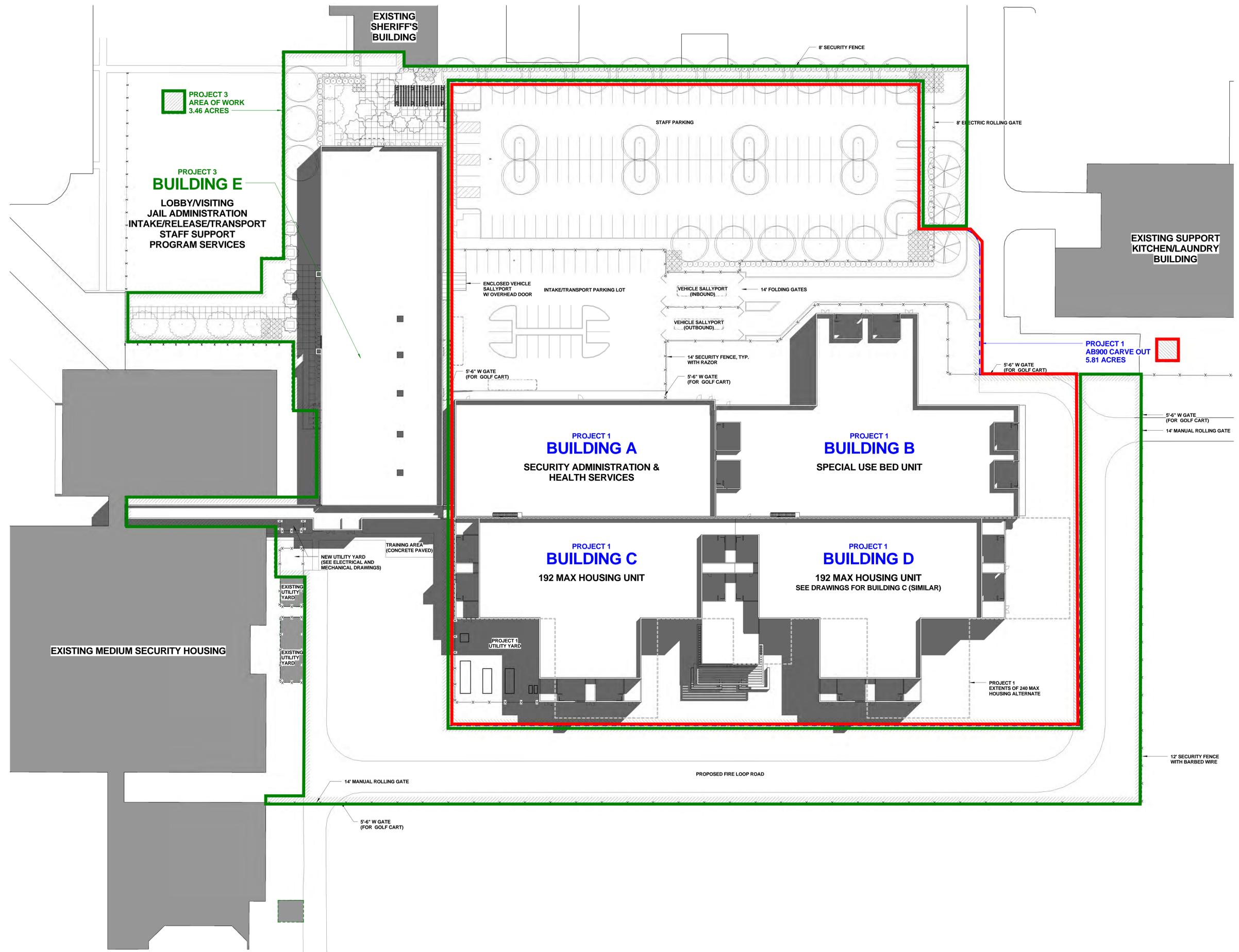
Attachment 1

**Projects 1 and 3
Schematic Design Submittal**

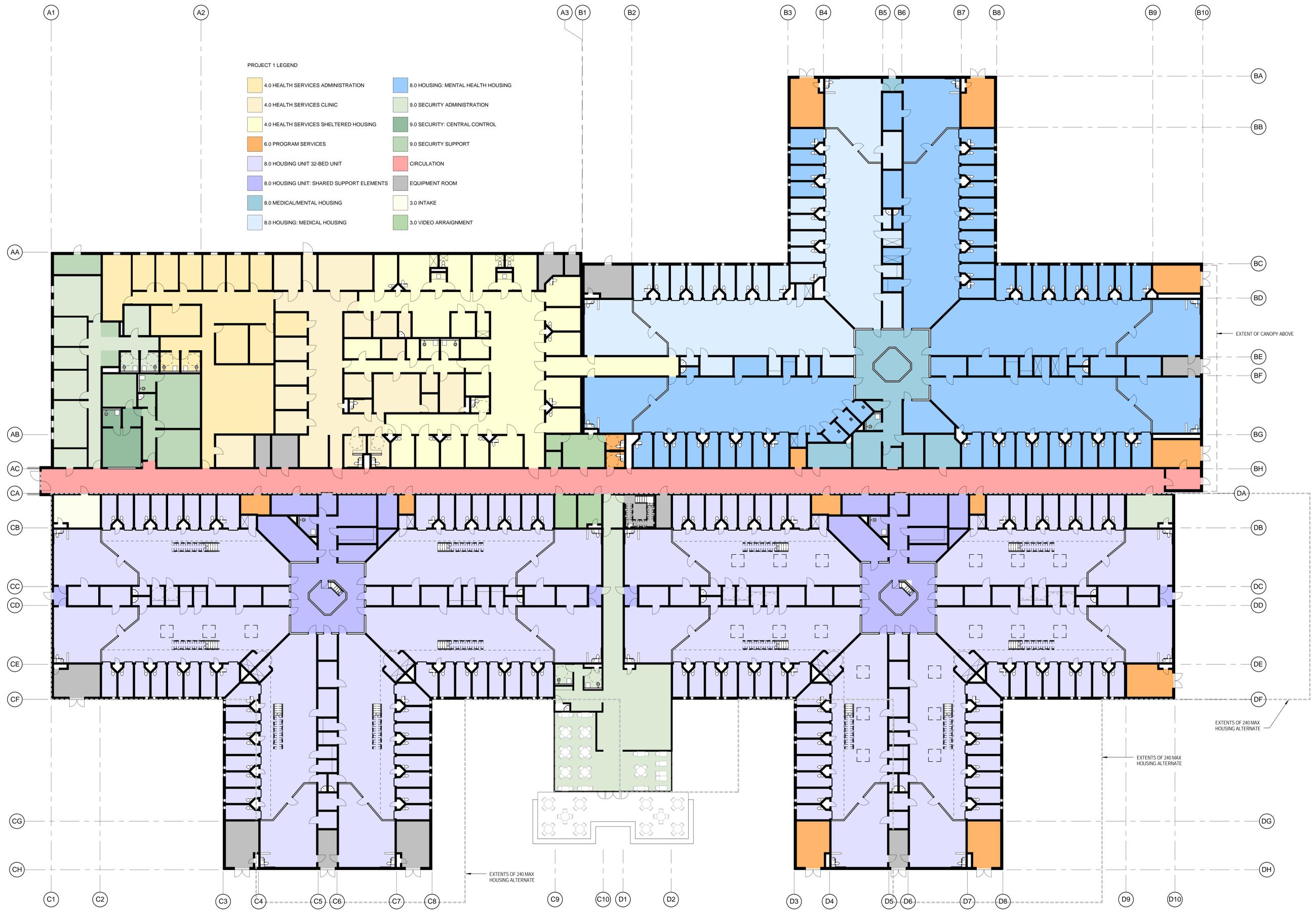


SHERIFF'S DETENTION CENTER

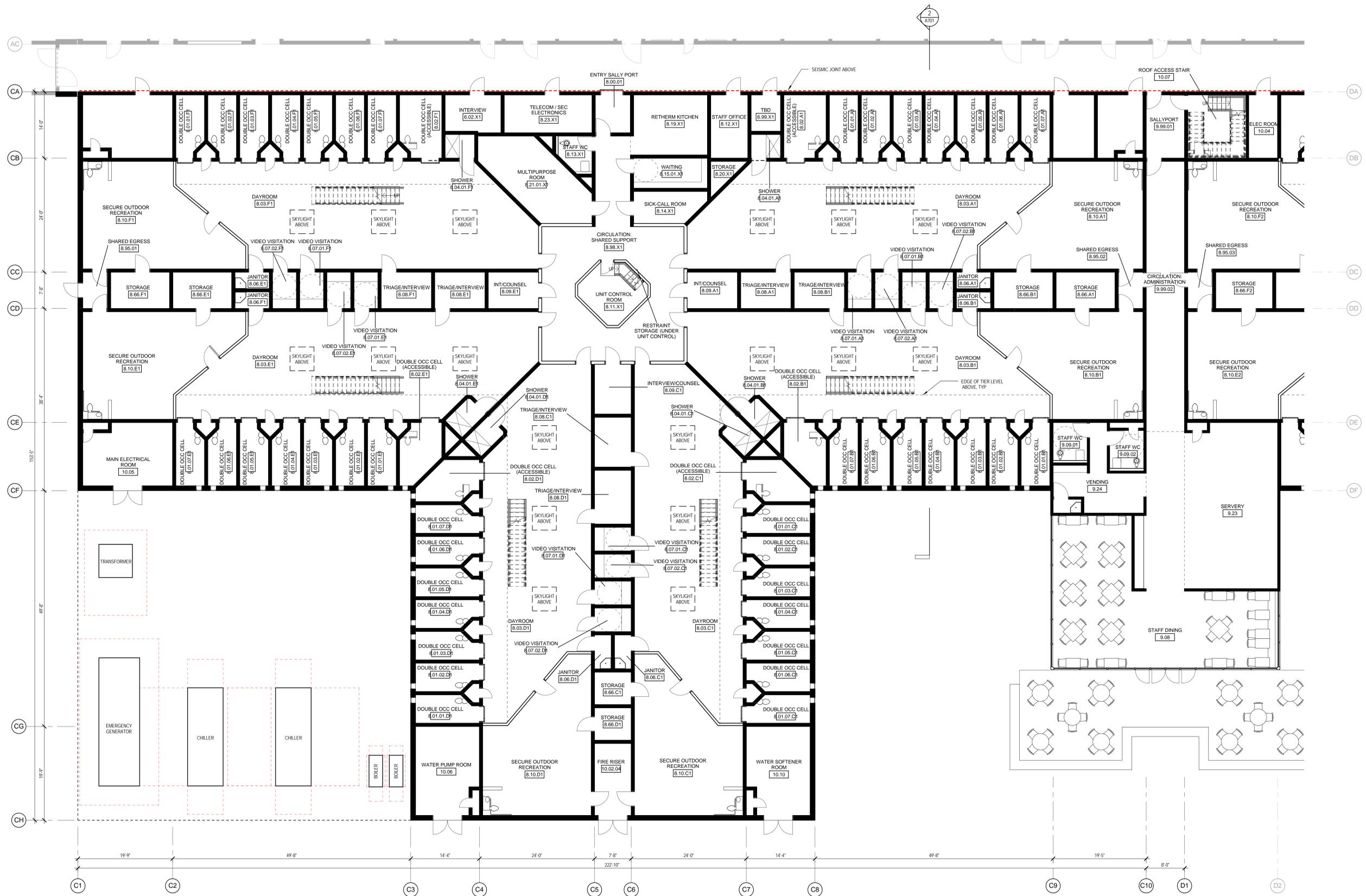




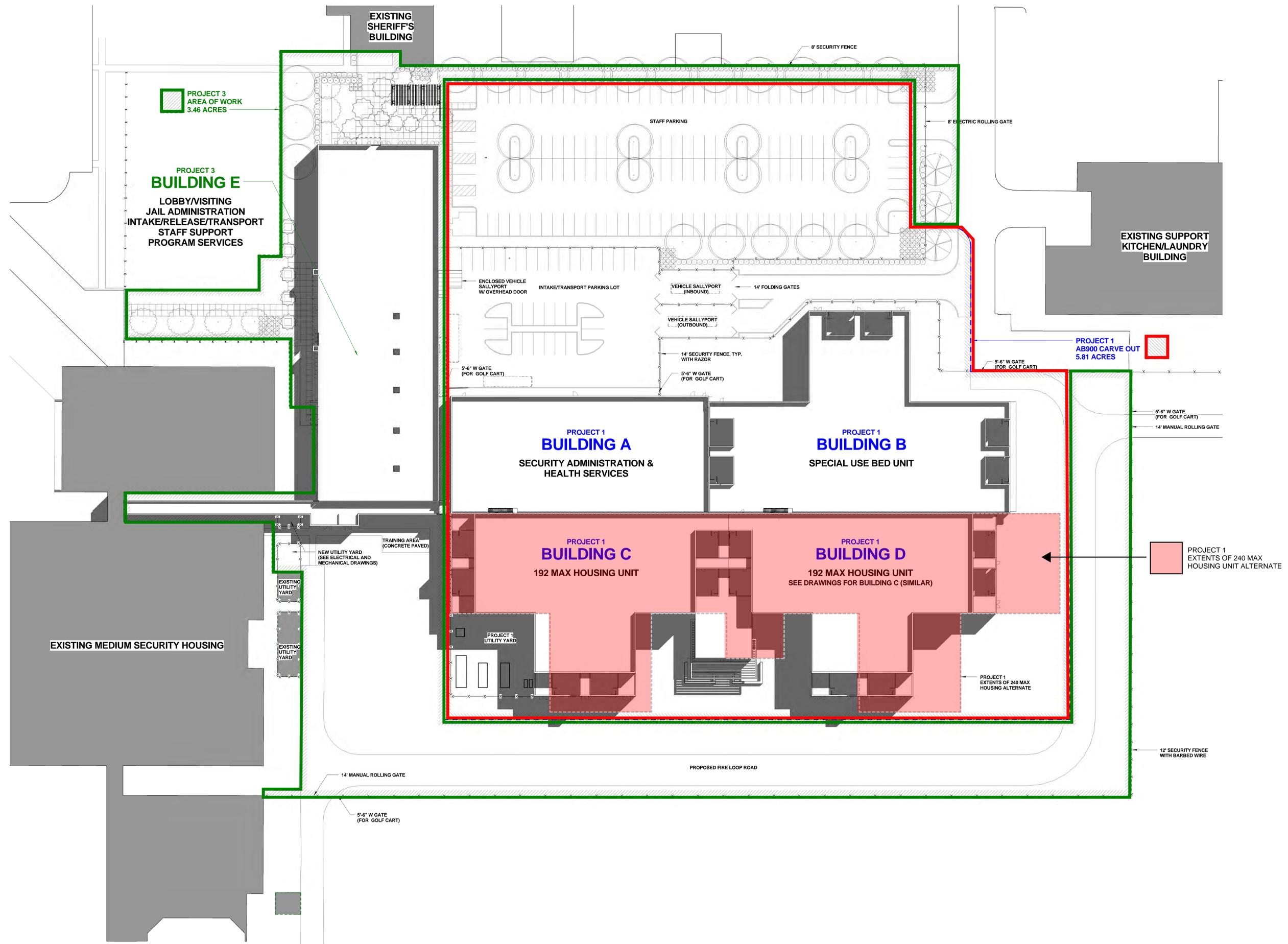
Project 1 & Project 3 Overall Composite Site Plan
 Stanislaus Public Safety Center Expansion



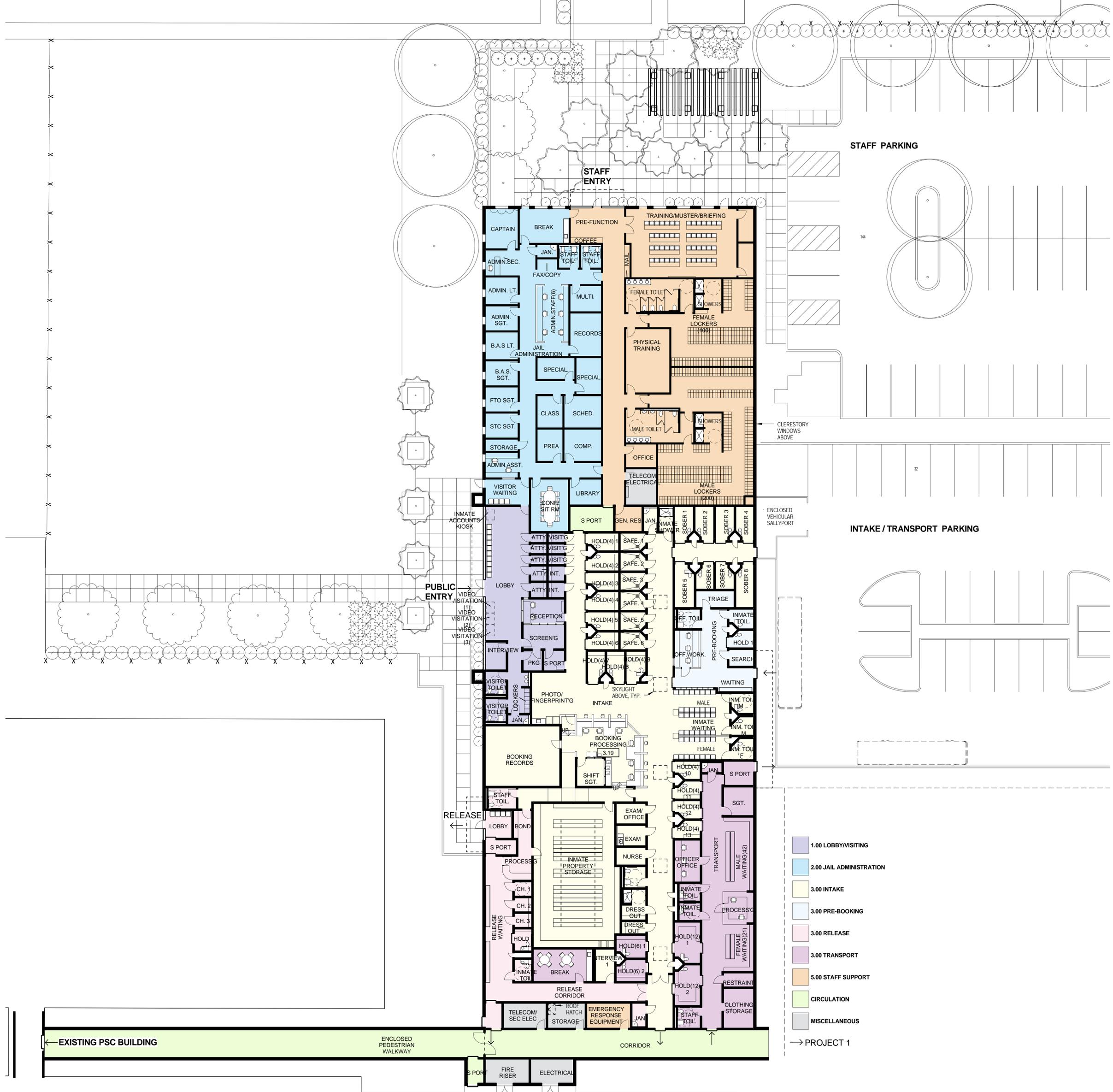
Project 1 Ground Floor Plan
Stanislaus Public Safety Center Expansion



Project 1 192 Max Housing Typical Plan
Stanislaus Public Safety Center Expansion



Project 1 & Project 3 Overall Composite Site Plan w/ 240 Max Housing Unit
 Stanislaus Public Safety Center Expansion



- 1.00 LOBBY/VISITING
- 2.00 JAIL ADMINISTRATION
- 3.00 INTAKE
- 3.00 PRE-BOOKING
- 3.00 RELEASE
- 3.00 TRANSPORT
- 5.00 STAFF SUPPORT
- CIRCULATION
- MISCELLANEOUS
- PROJECT 1

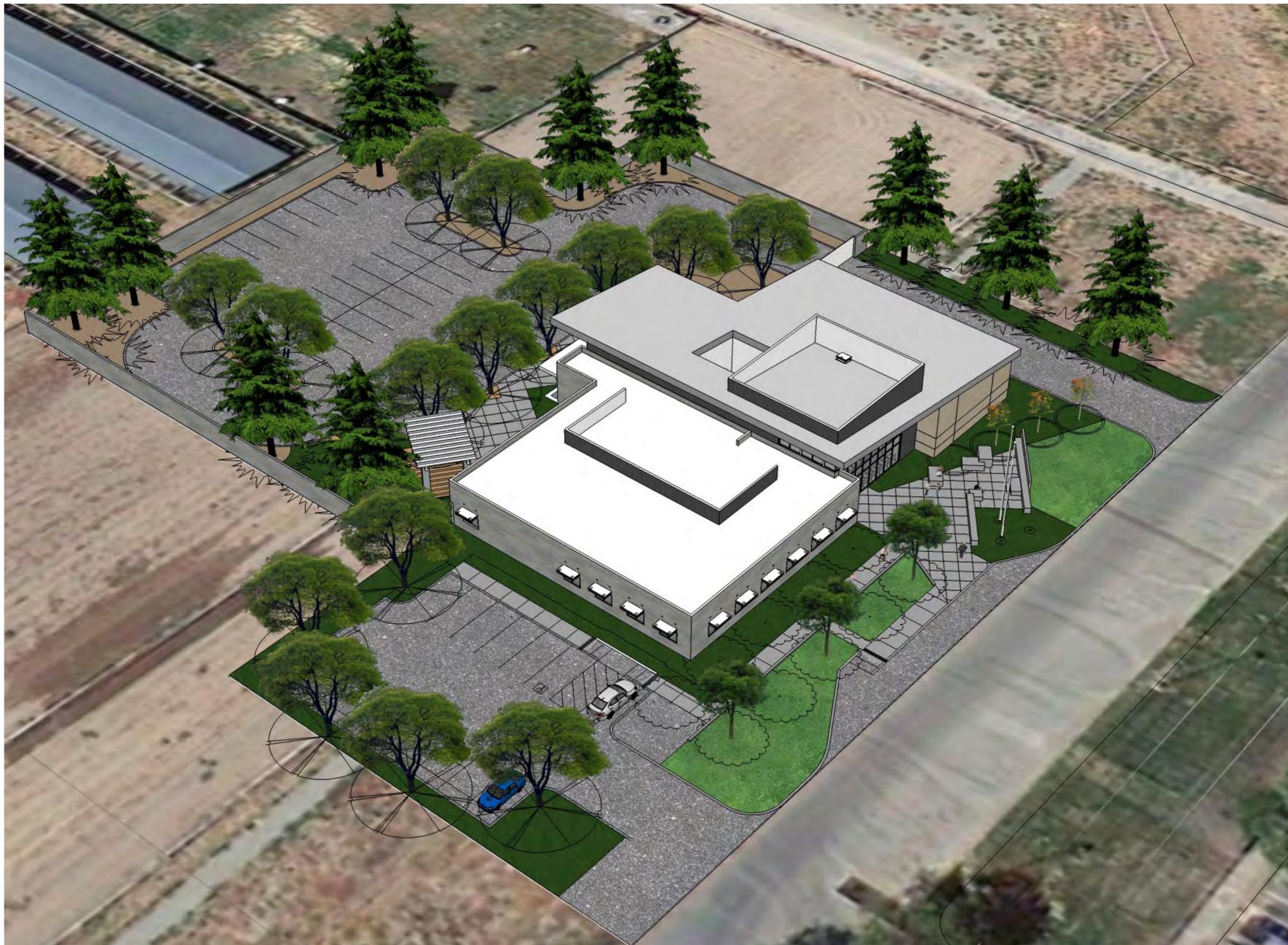
Project 3 Ground Floor Plan
Stanislaus Public Safety Center Expansion

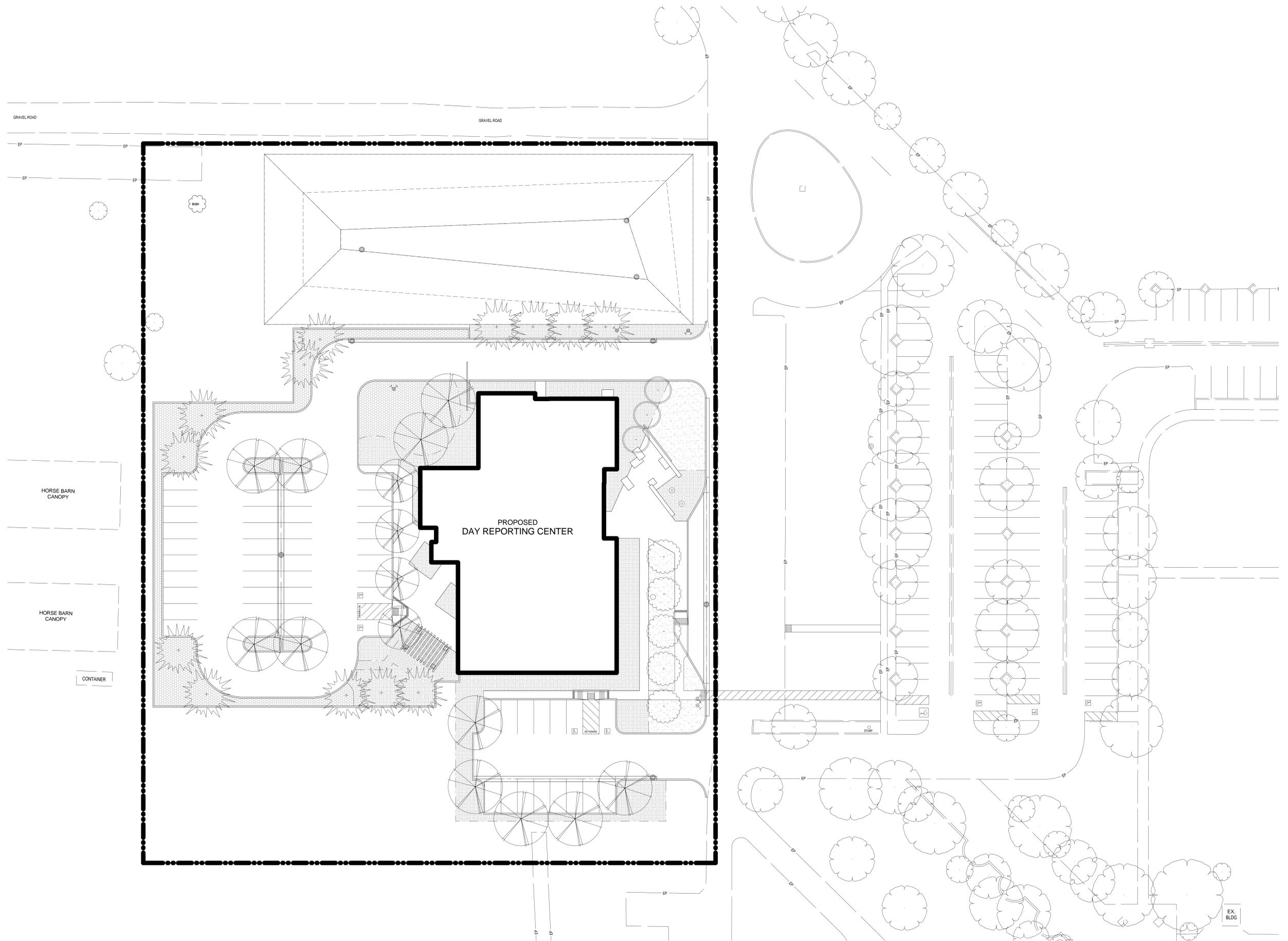
Attachment 2

Project 2 Schematic Design



STANISLAUS COUNTY DAY REPORTING CENTER





Project 2 Site Plan
Stanislaus Day Reporting Center

Department Legend

- BHRS
- BUILDING SERVICES
- BUILDING SUPPORT
- CLASSROOM
- CONFERENCE
- INTERVIEW
- LOBBY
- OUTDOOR AREA
- STAFF



Project 2 Ground Floor Plan
Stanislaus Day Reporting Center

Attachment 3

**Board of Supervisors'
Resolution for
Possible Scope Change**

**THE BOARD OF SUPERVISORS OF THE COUNTY OF STANISLAUS
STATE OF CALIFORNIA**

THE FOLLOWING RESOLUTION WAS ADOPTED:

**Approval for the Project Manager to Request a Possible Change to the Project
Scope Summary for the Stanislaus County Public Safety Center Jail Expansion to
the Board of State and Community Corrections to Increase the Number of
Constructed Maximum Security Beds from Two 192 Bed Units to up to Two 240
Bed Units if Within the Approved Project Budget**

WHEREAS, on December 13, 2011, the Board of Supervisors authorized the submission of an application for funding for Assembly Bill 900 Phase II Public Safety and Offender Rehabilitation Services Act of 2007 funding for urgently needed jail facilities; and,

WHEREAS, on March 9, 2012, the County of Stanislaus received notification of award by the Corrections Standards Authority (now Board of State and Community Corrections) of award of \$80,000,000 in State Local Jail Construction Assembly Bill 900 Phase II funding; and,

WHEREAS, on June 5, 2012, the County of Stanislaus Board of Supervisors accepted the conditional award of \$80 million from the State of California Corrections and Standards Authority (now Board of State and Community Corrections) under Assembly Bill 900 (AB 900) Phase II Jail Financing Program for the construction of portions of the Stanislaus County Public Safety Center Expansion/Jail Construction Project; and,

WHEREAS, on September 11, 2012, the State Public Works Board approved Stanislaus County's project scope summary, project schedule and project costs; and,

WHEREAS, the County's project scope summary included the programming, design and construction of two maximum security housing units that will each provide 192 beds; and,

WHEREAS, on August 27, 2013, the County's design-build schematic design drawings were approved by the Board of Supervisors; and,

WHEREAS, the schematic design drawings approved by the Board of Supervisors included an additive alternative to consider up to two maximum security housing units that will each provide up to 240 beds,

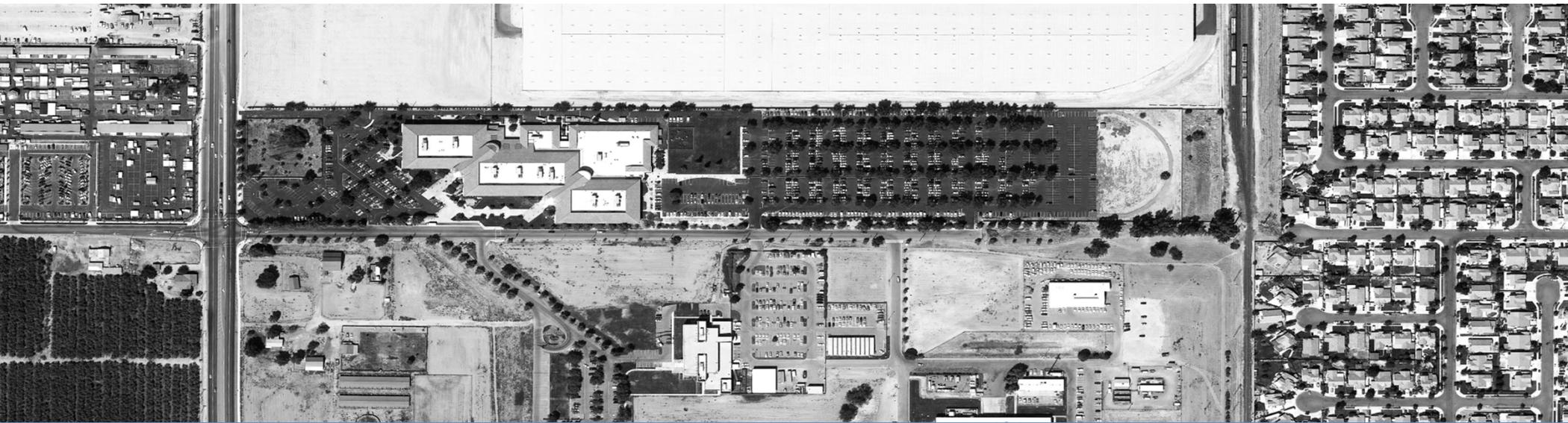
NOW, THEREFORE, be it resolved that the Stanislaus County Board of Supervisors does hereby approve the Project Manager to request a possible change to the project scope summary for the Stanislaus County Public Safety Center Jail Expansion to the Board of State and Community Corrections to increase the number of constructed maximum security beds from two 192 bed units to up to two 240 bed units if within the approved project budget.

NOW, THEREFORE, be it further resolved that the Stanislaus County Board of Supervisors does hereby authorize submission of the possible project scope summary change to the Board of State and Community Corrections.

ATTEST: **CHRISTINE FERRARO TALLMAN, Clerk**
Stanislaus County Board of Supervisors,
State of California

Attachment 4

Public Safety Center Site Development Study



PUBLIC SAFETY CENTER EXPANSION SITE DEVELOPMENT STUDY

Stanislaus County August, 2013





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- 6.1 Site plan alternatives and evaluation
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Appendices

1 Introduction

1.1 Acknowledgements

The participation of the following people provided invaluable assistance in the preparation of this study, and is gratefully acknowledged.

Stanislaus County

Patricia Hill Thomas, Chief Operations Officer/Assistant Executive Officer

Josh Ewen, Management Consultant

Tim Fedorchak, Senior Management Consultant

Darrell Long, Program Manager

Gino Colacchia, Senior Construction Manager

Teresa Vander Veen, Confidential Assistant

Sheriff's Department

Adam Christianson, Sheriff - Coroner

Captain Bill Duncan, Adult Detention Facilities

Lieutenant Gregg Clifton

Lieutenant Jim Jacobs

Sergeant Steve Traverso

Deputy Brandon Gallasso

HOK

Steve Morton, Planning Director

Kathy Doi, Planner

Suzanne Smith, Planner

Alan Bright, Project Designer

David Crotty, Project Manager

Joseph O'Neill, Architect

Associated Engineering Group

Kevin Waddell

Ryan Carrel

KD Anderson and Associates, Inc.

Ken Anderson

Mike Becker

LDA Partners, LLP

Eric Wohle, Co-Project Manager

Crout and Sida

Rosser International, Inc.

For their work on:

'Stanislaus County. Public Safety Center Expansion Operational and Architectural Program and Site Master Plan 2011 Update'

'Stanislaus County. Adult Detention Needs Assessment 2011 Update'



Introduction

1.2 Executive Summary

The Stanislaus County Public Safety Center (PSC) has been challenged over the past several years with issues of growth and demand as well as more qualitative and strategic issues that look to the future and ask “how do we develop a roadmap for future campus development, given the changing landscape of the correctional population, associated programmatic requirements, and economic realities?”

Recent events have seen new projects come to fruition and with them, the realization that these and future facilities need to be appropriately situated while developing more cohesive planning solutions for existing facilities.

These projects include:

AB900-Phase II - The second phase of the State of California Local Jail Construction Financing Program which will support the previously approved Public Safety Center Expansion Operational and Architectural Program and Site Master Planning efforts. Construction of two maximum security detention bed units, 72 special use beds, health services unit, security administration/central control and a Day Reporting Center.

Project 1 - Construction of approximately 115,000 sf of housing, treatment and program space on approximately 5.81 acres at the existing Public Safety Center. Two maximum security housing units with 192 beds, 72 special use beds and a secure sallyport.

Project 2 - The Day Reporting Center. An on-site cognitive restructuring program designed to change an offender’s adverse thinking patterns, provide education, and hold unemployed offenders accountable during the day.

Project 3 - County funded construction of approximately 37,000 sf on approximately 3.64 acres of the existing Public Safety Center. The project will support the expansion of Project 1 that includes the Lobby/Visiting area, Jail administration, Intake and Release, Staff Support, and Program Services.

SB1022 - California Adult Local Criminal Justice Facilities Construction Financing Program. Includes Re-entry and Enhanced Alternatives to Custody Training and medium security housing. Pending State approval.

In addition, residential development to the east and the approved West Landing mixed use plan to the west of the site, has increased the need to preserve the 180-acre site for detention and other appropriate public use functions in the future. The PSC has undertaken the process of developing a land use plan, focused on current and future needs, to guide long term development.

The planning process began in June, 2013, and employed a broad based system of data gathering and input from the County, worksessions with PSC stakeholders, and reviews of prior planning efforts and information generated, particularly the “Stanislaus County Public Safety Center Expansion Operational and Architectural Program and Site Masterplan 2011 Update” (Crout and Sida with Rosser International) which was the basis of information for assessed future needs and projected demand.

Work sessions took place in June and July and included stakeholders from the County staff, including the Sheriff’s Department, the County’s traffic engineer, and the current Project 1 and 3 design team.

The PSC stakeholders affirmed a set of shared Project Goals:

- A cohesive and functionally efficient plan
- Neighborhood compatibility
- Improved parking, circulation and safety
- Flexibility for change and expansion in the future
- Schedule and funding priorities
- Reflect the Public Safety Center status as the primary criminal justice complex for the County

Site analyses, key findings and opportunities and constraints were presented and discussed. Criteria were subsequently developed, that are the basis for evaluating the site specific development opportunities. These Criteria were applied to the site development alternatives, as an aide to evaluating the pros and cons of each.

Site plan development

1.3 Recommendations

On July 18, 2013, three site development alternatives were presented to the PSC stakeholders; from these alternatives, the best attributes from each were selected for incorporation into a preferred site development plan. The preferred site development plan is represented in three parts on pages 5,6 and 7:

Preferred plan - land use zones;

This plan organizes the site into zones as a framework to guide the most appropriate location of facilities and circulation.

Preferred plan - development sites;

This plan illustrates how and where facilities fit within the overall framework.

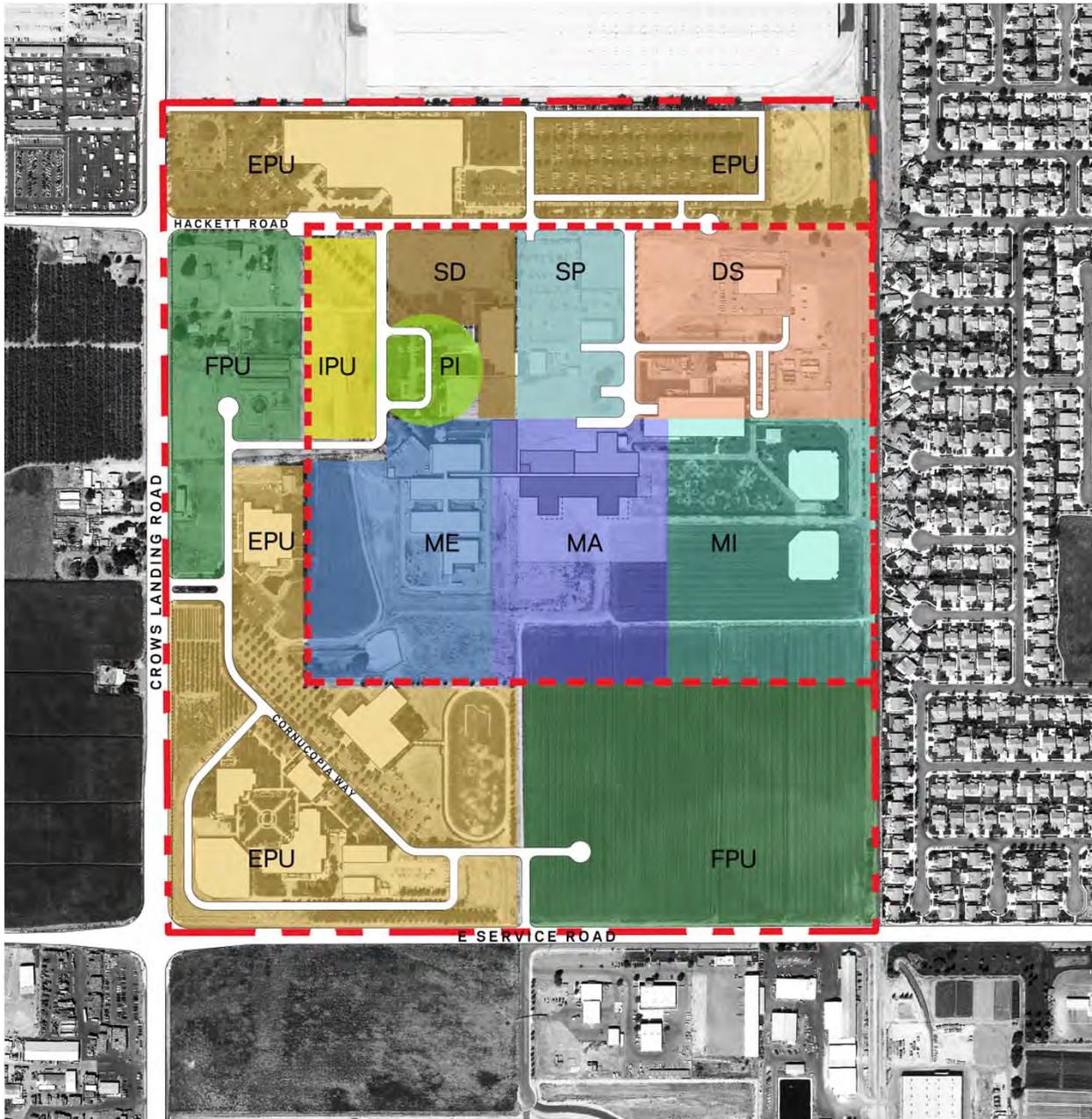
Preferred plan - circulation;

This plan delineates circulation by user.

A final draft report will be presented to the Board of Supervisors in August, 2013.

Site plan development

Preferred plan - land use zones



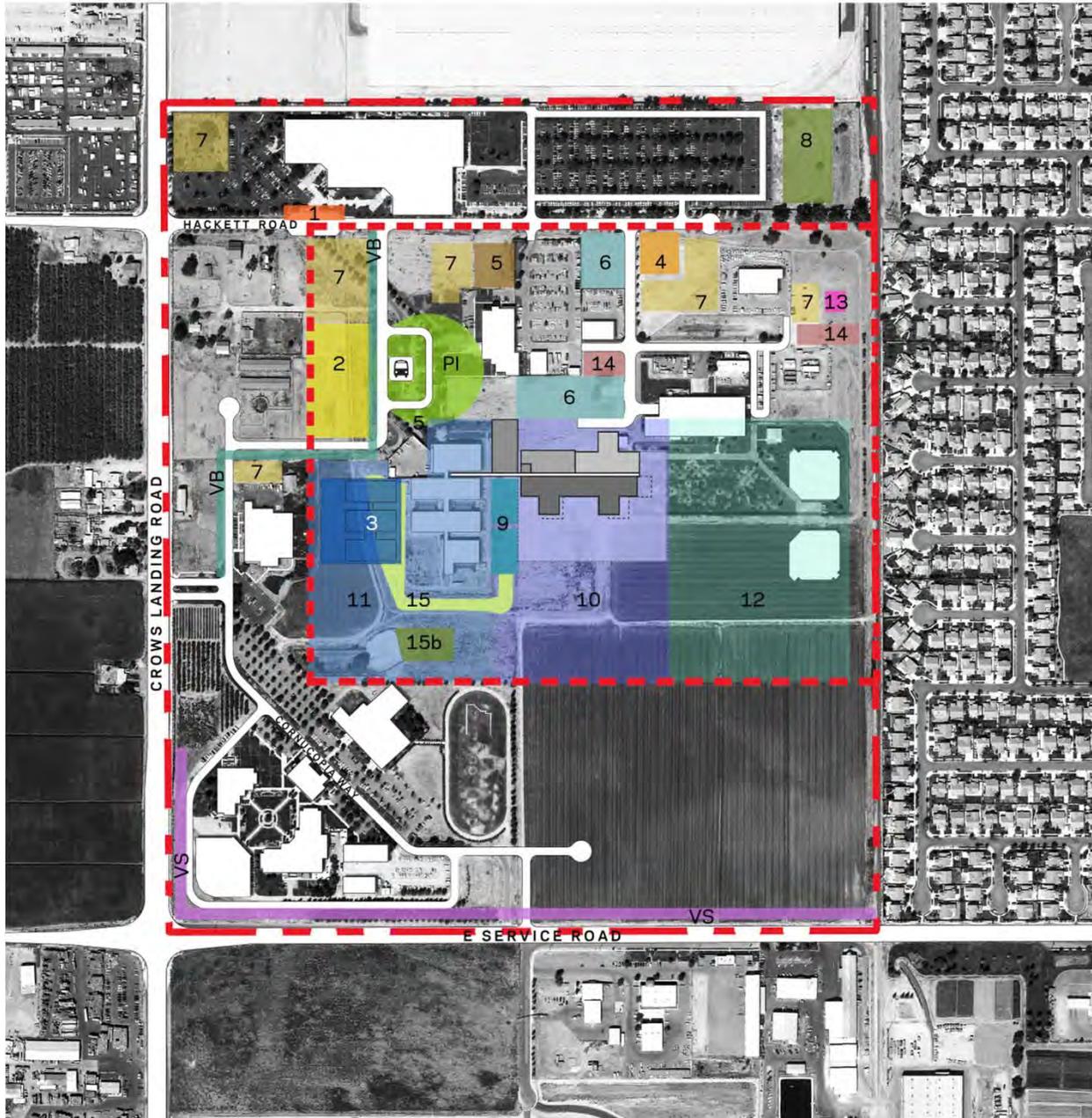
Key

- - - Reserved for detention and appropriate public safety uses only
- PI Public interface core
- SD Sheriff's department expansion
- SP Secure staff and service vehicle parking area
- MA Maximum security zone
- ME Medium security zone
- MI Minimum security zone
- DS Detention support zone
- IPU Land identified for immediate appropriate public safety use
- FPU Land identified to remain in current/agricultural use until developed for future appropriate public use
- EPU Existing appropriate public uses



Site plan development

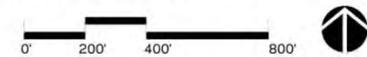
Preferred plan - development sites



Key

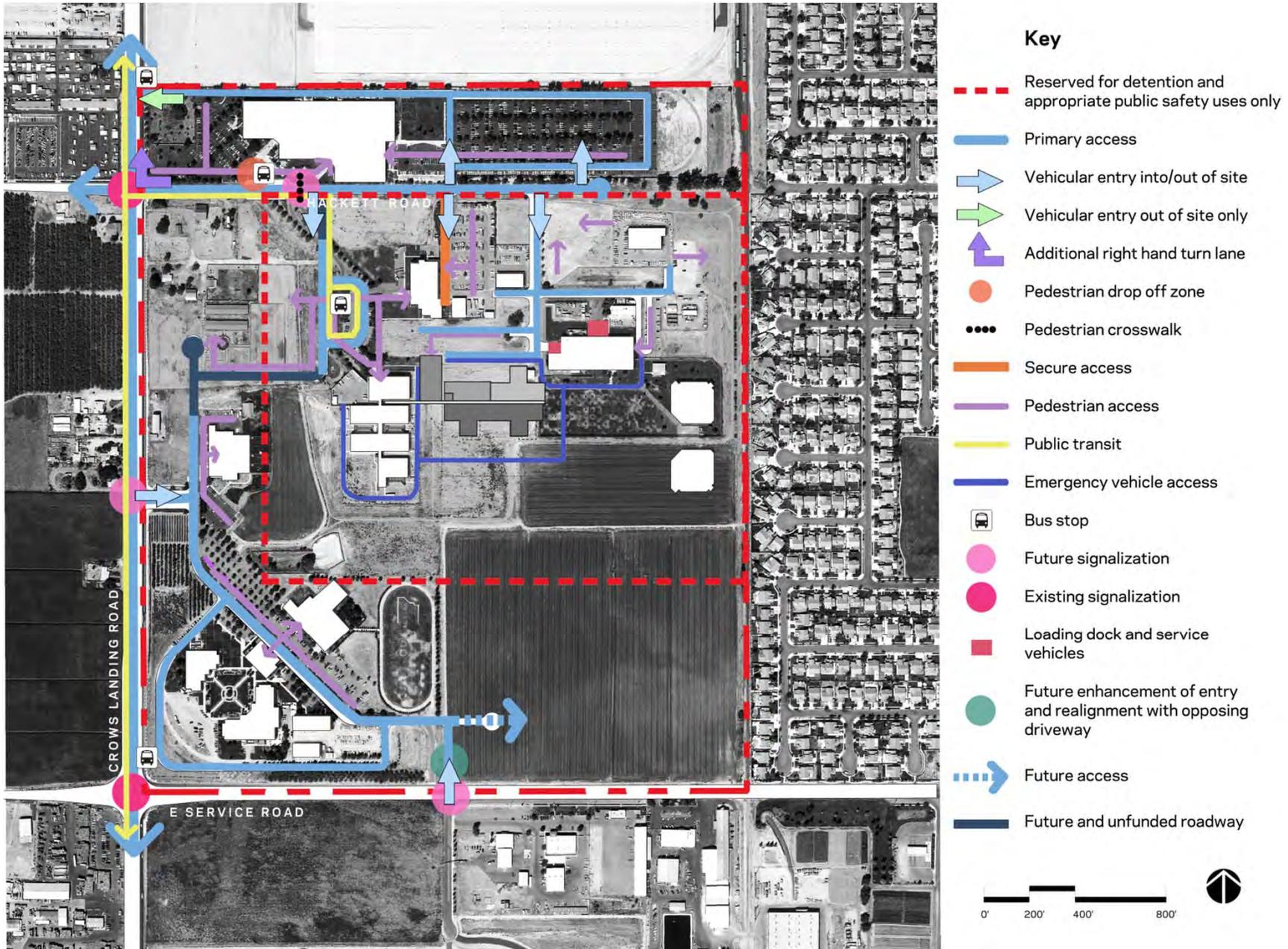
- - - Reserved for detention and appropriate public safety uses only
- VB Possible visual buffer
- PI Public interface core
- 1 Drop off location with cross walk
- Bus stop relocation
- 2 Day Reporting Center zone and carve out
- Projects 1 and 3 and carve out
- 3 Potential SB1022 Re-entry and Enhanced Alternatives to Custody Training building and carve out
- 4 Future
- 5 Future Sheriff's department expansion
- 6 Future secure staff parking
- 7 Potential future visitor parking
- 8 Potential basin expansion
- 9 Future staff support facilities
- 10 Maximum security expansion zone
- 11 Medium security expansion zone
- 12 Minimum security zone
- 13 Future vocational/industrial space
- 14 Possible future warehouse facility. Potential locations
- VS Vegetative screening
- 15 Retention basin impacted by site plan
- 15b Possible relocation area for basin

Future Public Safety expansion/uses not yet identified can be located within the 100 acres reserved for detention and appropriate public safety uses.



Site plan development

Preferred plan - circulation



2 Project Goals

- A cohesive and functionally efficient plan
- Neighborhood compatibility
- Improved parking, circulation and safety
- Flexibility for change and expansion in the future
- Schedule and funding priorities
- Reflect the Public Safety Center status as the primary criminal justice complex for the County

3 Site context

3.1 Vicinity map

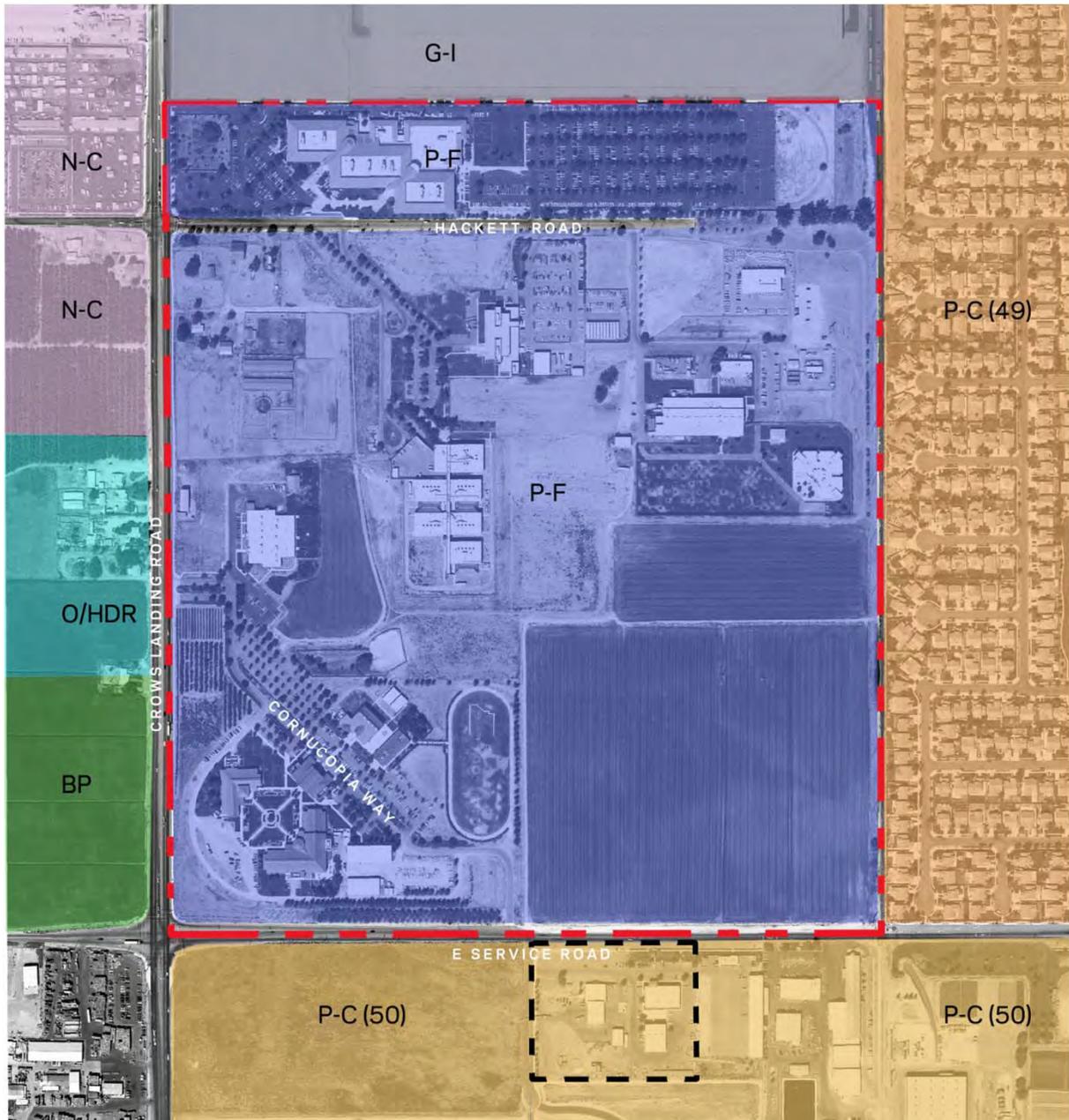


Key

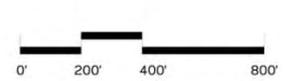
- Site boundary
- - City limits

Site context

3.2 Site and surrounding property zoning



Key	
	City of Ceres Fire Prevention Services
	P-F Public Facilities
	G-I General Industrial
	N-C Neighborhood Commercial
	O/HDR Office/Mixed -Use
	BP Business Park
	P-C (49) Planned Community
	P-C (50) Planned Community
	Site boundary



Site context

Key observations

- The 180-acre Stanislaus County site is located in the City of Ceres, California. 100 acres of the site has been specifically reserved for public safety detention use, in perpetuity.
- Surrounded by existing industrial development to the north, residential development to the east, and a mix of proposed residential/commercial development to the south and west, there is mounting pressure from the surrounding community for a neighbor that is more compatible to these uses.

Findings

The PSC aspires to be a 'good neighbor' to existing and proposed residential and mixed use development, as one of their goals. This can be promoted by buffering the adjacent community from the detention facilities with appropriate public uses, judiciously located, and the incorporation of visual screening.

4 Site analysis - conditions and needs assessment

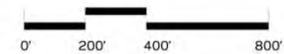
4.1 Existing Built Environment



Key

Existing buildings

- 1 Community Services Facility
- 2 Sheriff's building
- 3 Sheriff's IT Buildings
- 4 Vehicle maintenance building
- 5 Support kitchen/laundry
- 6 Minimum security housing
- 7 Medium security housing
- 8 Thomas W. Mayfield Animal Services Facility
- 9 Ray W. Simon Regional Criminal Justice Training Center
- 10a Agriculture Center - Toulumne building
- 10b Agriculture Center - Harvest Hall
- 10c Agriculture Center - Stanislaus Building
- 10d Agriculture Center - Corporation yard



Site analysis – conditions and needs assessment

Key observations

- The majority of existing buildings on site are in good condition and well maintained, with the Sheriff's Department having undergone a recent refurbishment.
- Agriculture and Justice Training Facilities have been organized into a campus configuration, as a collection of buildings that belong to that given institution.
- There is a lack of definition between detention facilities and the public domain.
- Some buildings on site, such as the Animal Services Facility and Community Services Facility, have been located in isolation of one another.
- The replacement 192 bed minimum security has recently been completed to replace the former Sheriff's Honor Farm at Grayson Road.
- The Animal Services Facility is a relatively new addition to the site. Located between the 100 acres of the site specifically reserved for public safety detention use and Crows Landing Road, it is considered an appropriate buffer as a public use facility.

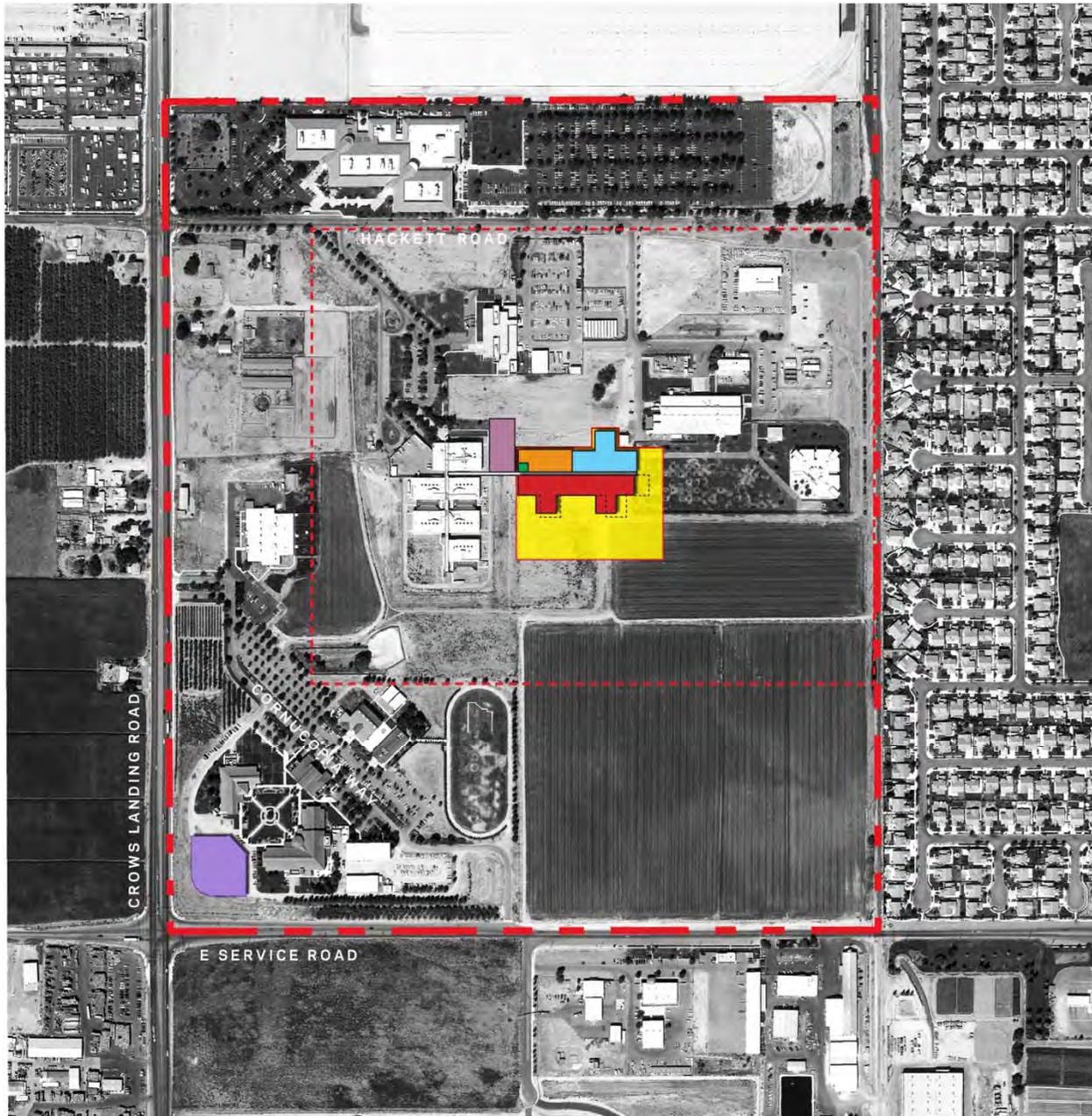
Findings

There is an opportunity to build upon the cohesive character exhibited by the Agricultural and Justice Training Facilities to create a campus concept for the whole site. This is critical in developing a framework for future expansion to ensure facilities are located according to adjacency requirements and for efficient circulation.

There is the opportunity to develop a public interface - a space where detention facilities meet the public domain which would also function as a much needed campus core. This can be achieved by locating new buildings and orienting their entrances to define the space. Having an interface such as this, will improve the ease of wayfinding for visitors.

Site analysis - conditions and needs assessment

4.2 Proposed buildings pending approval



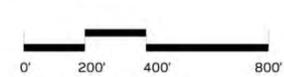
Key

- Maximum security housing
- Medical clinic/admin
- Central control
- 72 special bed unit
- Project 3 intake/staff
- AB900 - II carve out

SB1022 Re-entry and Enhanced Alternatives to Custody Training building and housing
Location to be determined

Day Reporting Center
14,000 sq.ft building
Location to be determined

Proposed Pavilion Building



Site analysis – conditions and needs assessment

Key observations

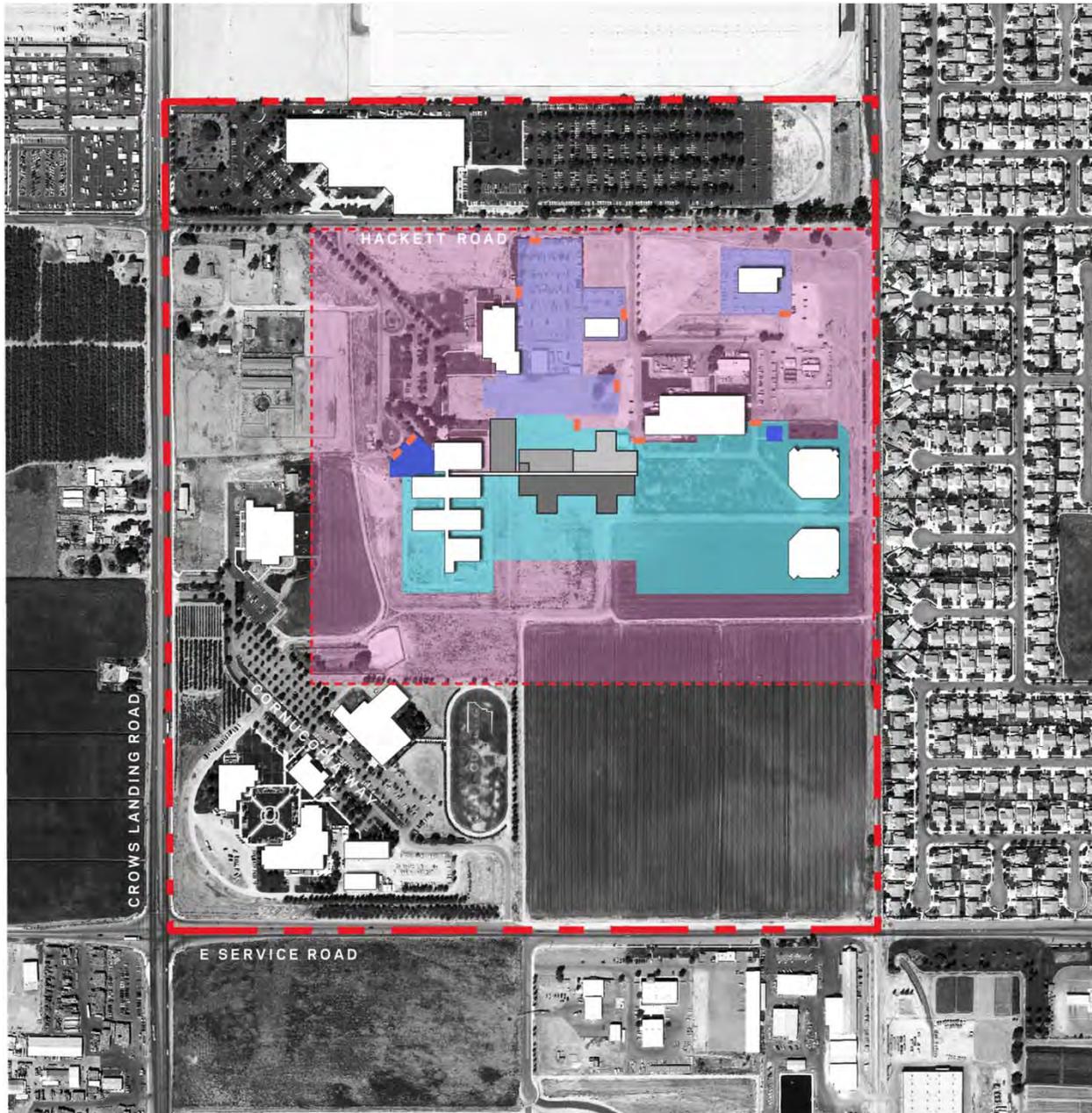
- The SB1022 building for the California Adult Local Criminal Justice Facilities Construction Financing Program, pending State approval needs to be sited within this study. It consists of the publically accessible Re-entry and Enhanced Alternatives to Custody Training as well as secured components.
- The Day Reporting Center location needs to be sited within this study. This facility is non-secure.
- SB1022 and AB 900-II buildings pending approval (two maximum security detention bed units, 72 special use beds, health services unit, security administration/central control and a Day Reporting Center), have associated carve out areas with rules that govern their use.
- There is concern for the safety of visitors to the Community Services Facility with regard to traffic and compatibility of future adjacent uses.

Findings

There is need for a comprehensive neighborhood site plan to best locate future development and expansion according to security and adjacency requirements. The plan should address parking needs and promote a safe environment through improved circulation/access and adjacency of compatible uses.

Site analysis - conditions and needs assessment

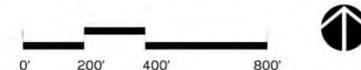
4.3 Secure barriers for existing and pending development



Key

- Reserved for detention and appropriate public safety uses only
- High security barrier - minimum 10' fence topped with deterrent (such as barbed wire)
- Low security barrier - under 10' tall
- Vehicle gate
- Vehicular sallyport
- Buildings pending approval
- SB1022 'REACT' building and secure housing
- Day Reporting Centre - non secure

Information sourced from the 'Public Safety Center Expansion, 100% schematic design' and site observation.



Site analysis – conditions and needs assessment

Key observations

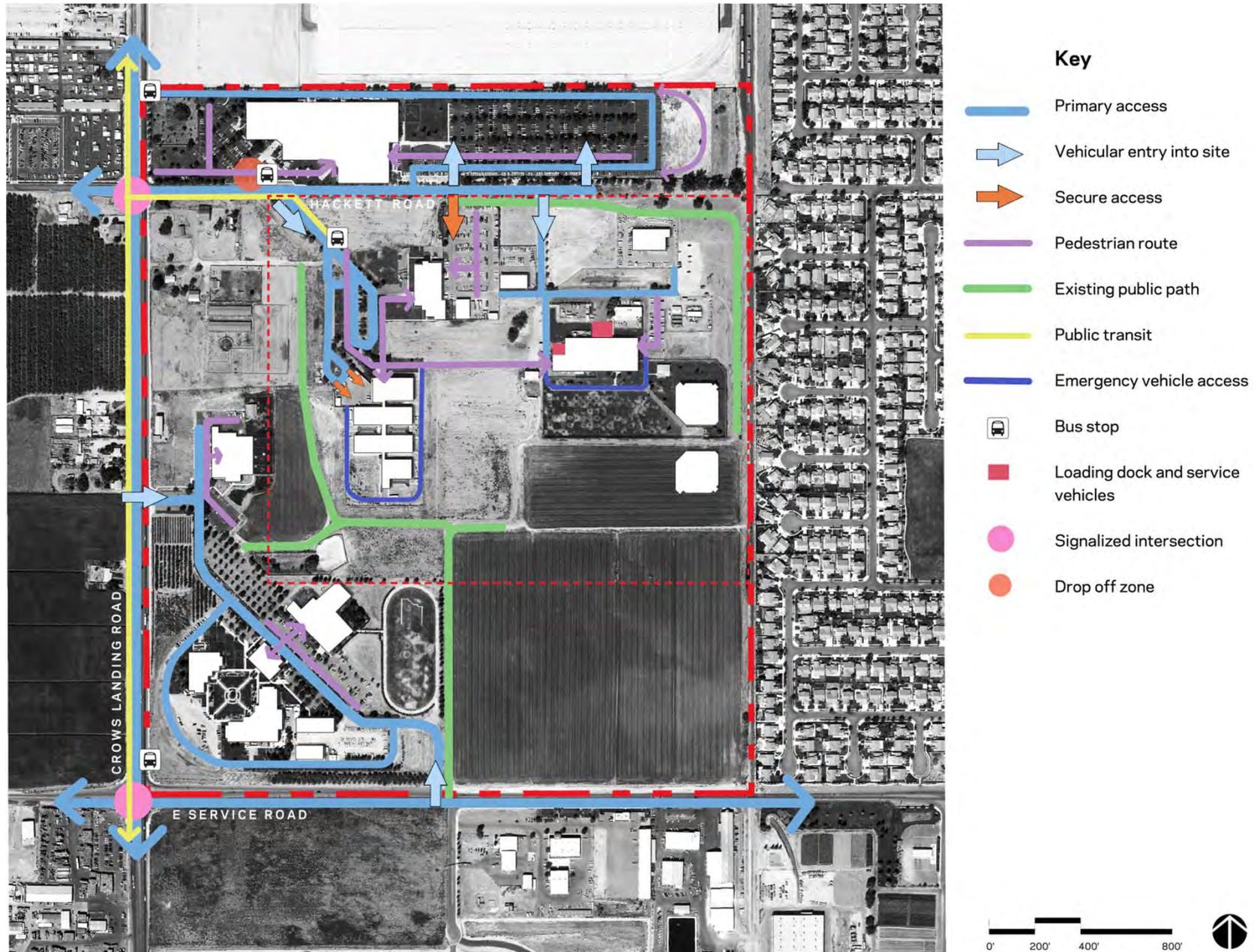
- Secure barriers are provided for a variety of uses, with high security barriers intended to keep inmates inside detention facilities and low security barriers intended to keep the public out of secure, staff parking and maintenance areas.
- There is need to maintain visibility around all secure perimeters , particularly those which surround detention facilities.

Findings

Public access should not be located in close proximity to secure barriers in order to maintain perimeter integrity. Closure of the existing public path would promote better security within the 100 acres of the PSC reserved for detention purposes (see section 4.4 for path location).

Site analysis - conditions and needs assessment

4.4 Existing Circulation



Site analysis

Existing Circulation

There are a number of concerns associated with existing site circulation:

- Hackett Road experiences peak hour congestion due to lack of alternative ingress and egress for traffic from the Community Services Facility and Sheriff's/Detention facilities.
- Pedestrian safety on Hackett Road needs to be addressed.
- There is no internal connection to Cornucopia Way contributing further to Hackett Road congestion.
- The primary entrance to the site south of Hackett is aligned at an angle with the entry of a former building located on the premises. It is no longer appropriate.
- The public path located within the approximate 100 acres reserved for detention purposes is not connected to a wider path network and is an inappropriate use in this secure area.

Findings:

There is a need for additional through access both within the site and exiting onto Crows Landing Road, to alleviate traffic on Hackett Road.

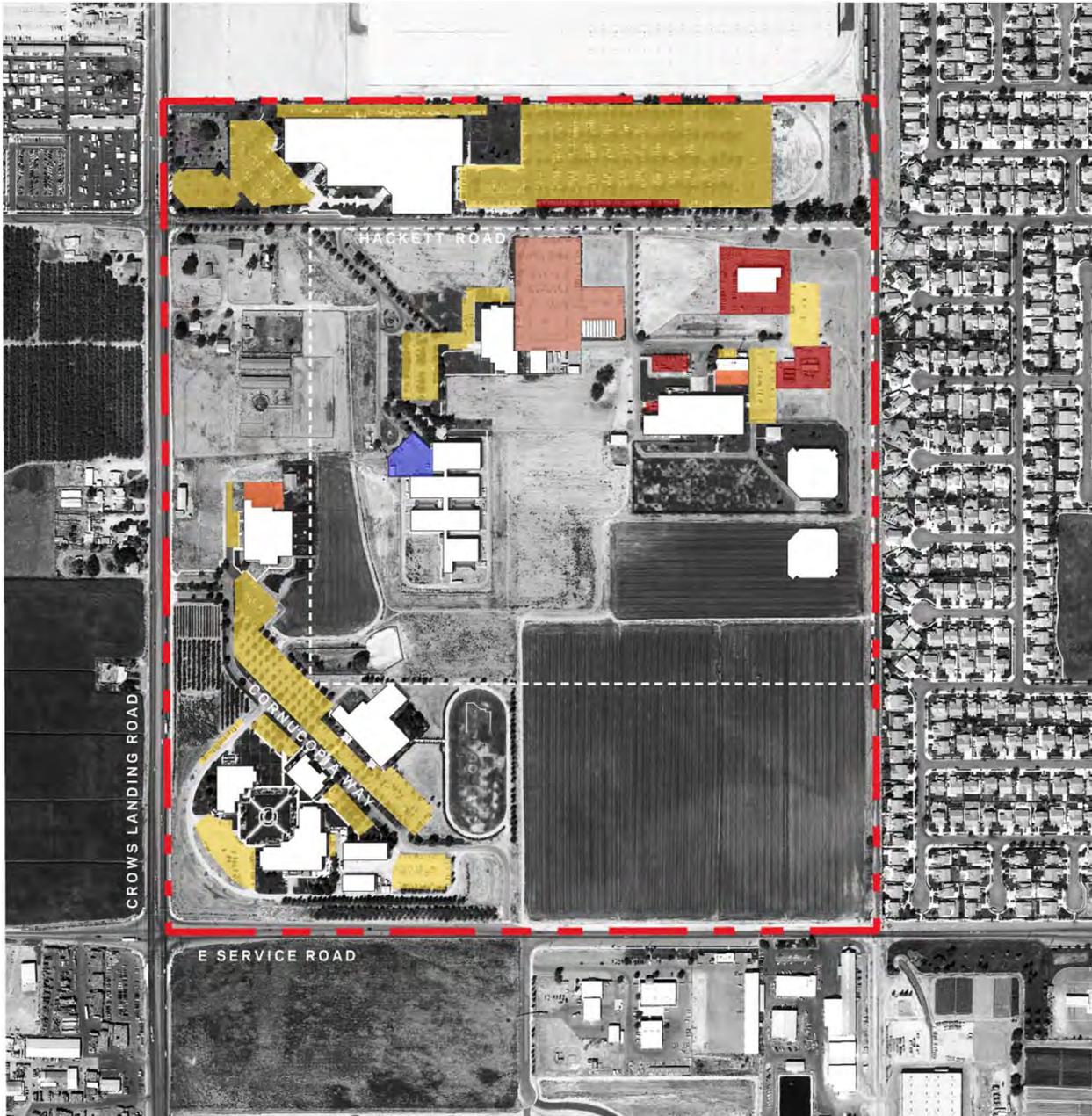
Realigning the entry drive and adding a pedestrian crossing on Hackett Road would improve sight lines and provide better public safety.

New publically accessible roads located within the 100 acres reserved for detention purposes, should be located away from secure housing/facilities.

There is opportunity to relocate the existing bus stop within the PSC to a centralized area to reinforce the proposed public interface/campus core and reduce potential user incompatibility.

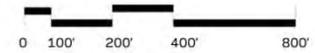
Site analysis

4.5 Existing Parking



Key

- Public parking
- Secure staff parking
- Service vehicle parking
- Secure staff and service vehicle parking
- Vehicle sallyport



Site analysis

Existing Parking

- Current parking at the Community Services Facility is perceived to be at capacity with vehicles furthering congestion by temporarily parking on Hackett Road, while waiting for visitors from the Community Services Facility.
- There are separate public and secure staff parking facilities within the 100 acres reserved for detention purposes.
- There is immediate need for an additional parking lot adjacent to the Fleet Maintenance yard. Alternative Work Program visitors currently utilize a dirt lot.

Future parking demands are currently unknown (due to lack of employee information), however it is evident that there is more than adequate land to accommodate future expansion and parking needs.

Findings

KD Anderson and Associates completed a report on July 9, 2013 titled 'Traffic/circulation Opportunities and Constraints Assessment.'

This investigation into current parking adequacy found that 'parking supply is closely linked to staff and visitor perceptions as to the availability of parking in expected locations. Parking lots are judged to be fully utilized at occupancy levels that are well below 100% utilization due to uneven turnover and inefficiencies in parking. Public parking lots may be fully utilized at 85% to 90% occupancy. Lots designated for staff may be fully utilized at 90-95% occupancy. However, in each case, users may judge the situation to be deficient if the available spaces are beyond an acceptable walking distance.' Please refer to the report (Appendix 2) for further information.

There is opportunity to provide additional parking in close proximity to the Community Services Facility by filling the existing detention basin to the west. Benefits of doing so, however, would need to be offset by the cost.

Locating a drop-off zone outside the Community Services Facility with a cul-de-sac turnaround at the end on Hackett Road, would reduce the need for parking along Hackett Road and potentially increase circulation efficiency.

There is a need to maintain separate and secure parking for staff with opportunity to appropriately locate additional parking for future needs.

Site analysis - conditions and needs assessment

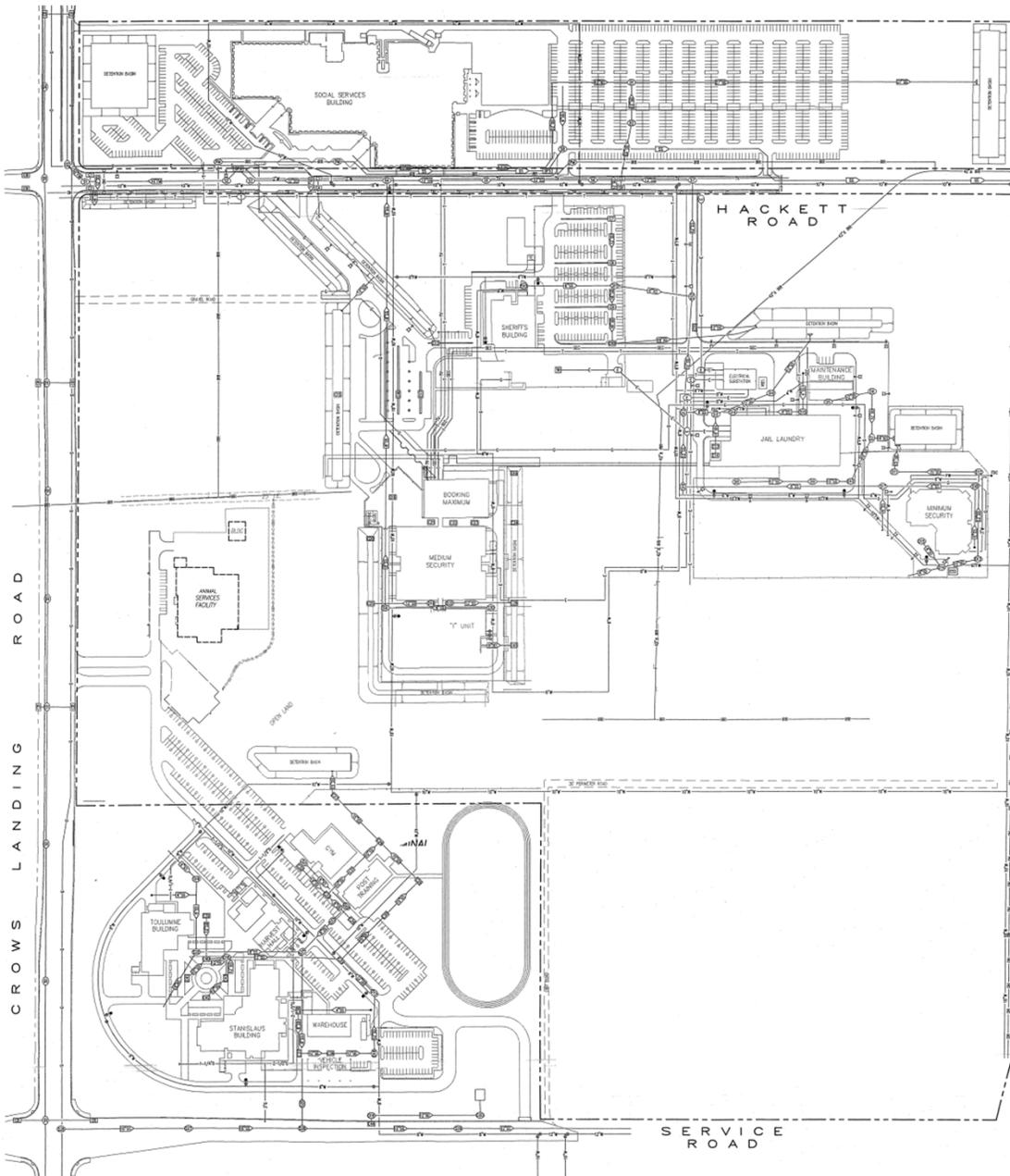
4.6 Existing Utilities

CENTER 6 STANISLAUS COUNTY

MARCH 10, 1999

LEGEND AND ABBREVIATIONS

-  SANITARY SEWER FORCE MAIN LINE
-  SANITARY SEWER LINE
-  STORM DRAIN LINE
-  WATER LINE
-  FIRE WATER LINE
-  IRRIGATION LINE
-  OVERHEAD LINE
-  TELEPHONE LINE
-  TELEVISION LINE
-  ELECTRICAL LINE
-  SECURITY LINE
-  GAS LINE
-  SANITARY SEWER MANHOLE
-  STORM DRAIN MANHOLE
-  MANHOLE
-  TELEPHONE MANHOLE
-  ELECTRICAL MANHOLE
-  CATCH BASIN
-  TRANSFORMER
-  TRASH ENCLOSURE
-  CLEANOUT
-  FIRE HYDRANT
-  VALVE
-  LIGHT STANDARD
-  OVERHEAD LINE POLE
-  WATER BOOSTER STATION
-  REFRIGERATION
-  TRASH ENCLOSURE
-  FIRE DEPARTMENT CONNECTION
-  ELECTRICAL SUBSTATION
-  SEWER PUMP STATION



SANITARY SEWER MANHOLE ELEVATIONS

No.	RIM	INVERT	INVERT	INVERT
S1	10"	74.50		
S2	10"	72.50		
S3	81.5	12" 62.23		
S4	81.0	12" 68.63	8" 67.50	12" 63.47
S5	81.6	12" 69.21		
S6	81.5	12" 69.81		
S7	81.3	12" 70.83		
S8				
S9				
S10	81.8	4" 76.10	6" 75.80	
S11	81.20	8" 73.52		
S12		8" 71.59	12" 71.0	
S13				
S14				
S15				
S16				
S17				
S18				
S19	81.55	8" 71.43	8" 71.26	
S20	80.00	8" 70.52	8" 70.45	8" 70.35
S21	78.5	8" 74.97		
S22	79.28	8" 73.17	6" 73.02	
S23	78.40	8" 71.51	8" 71.34	
S24	78.90	8" 69.94	8" 69.37	8" 69.27
S25	79.00	8" 67.87	10" 67.70	
S26				
S27				
S28	10"	67.01	12" 66.94	
S29				
S30	81.11			

STORM DRAIN MANHOLE ELEVATIONS

No.	RIM	INVERT
D1		
D2		
D3		
D4		
D5		
D6		
D7		
D8		
D9		
D10		
D11		
D12		
D13		
D14		
D15		
D16	79.5	12" 74.7
D17	78.45	12" 74.31
D18	79.20	12" 74.72
D19		
D20	80.95	

STORM DRAIN CATCH BASIN ELEVATIONS

No.	GRATE	INVERT	INVERT
C1			
C2			
C3			
C4			
C5			
C6			
C7	80.72	12" 76.67	
C8	80.16	12" 76.06	18" 76.06
C9	80.00	18" 75.65	
C10	79.89	18" 75.32	
C11			
C12	79.43	77.25	
C13			
C14			
C15	77.53		
C16	76.54		
C17	76.54		
C18	79.25		
C19	78.48		
C20	78.84		
C21	81.04		
C22	81.05		
C23	81.06		
C24	78.49		
C25	78.44		
C26	78.50		
C27	77.20	15" 72.69	
C28	77.50	10" 73.48	15" 73.07
C29	77.99	15" 73.36	
C30	75.90	15" 73.60	
C31	78.00	10" 74.40	
C32	78.00	8" 75.95	
C33	77.80	8" 75.40	10" 75.23
C34	77.40	8" 75.74	
C35	77.43	12" 73.94	15" 73.94
C36	79.20	8" 75.80	
C37	78.75	8" 75.26	12" 75.26
C38	78.55	12" 75.04	
C39	79.50	12" 75.87	
C40	78.40	12" 74.86	
C41	78.40	12" 75.06	
C42	78.40	12" 75.06	
C43	78.40	12" 74.86	
C44		12" 78.10	
C45	78.50	8" 75.00	

Provided by Stanislaus County



Site analysis

Existing Utilities

The following excerpts have been taken from the project narratives for Jail Projects 1 (the construction of two maximum security housing units with 192 beds, 72 special use beds and a secure sallyport) and Projects 3 (support for the expansion of Project 1, with a Lobby/Visiting area, Jail administration, Intake and Release, Staff Support, and Program Services) currently in design at this time and provide the basis for current understanding of the site's infrastructure capacity.

Please refer to Appendix 3, 'Associated Engineering. Response to Request for Information' for further detail.

General

The Public Safety Center campus has been planned for expansion for several years. As such, site utilities have been installed on the site with consideration of extensions to serve the remainder of the site with future construction and building projects.

Storm Drainage

The existing site is served by multiple shallow retention basins with multiple inlets, which minimized the necessity of underground storm drain lines with the previous projects on the site.

Water System

Water service is provided to the county site by the existing City of Ceres water distribution system. The site South of Hackett Road has an existing pipe line grid system in place.

The connections exist in Hackett Road and in Service Road. The existing grid system will adequately serve the current and future projects on the site.

This city pressure grid system will be utilized for the connections of the fire hydrants that will be required with the current jail expansion project.

Sanitary Sewer

The sanitary sewer service for the jail and sheriff's area is provided by the City of Modesto via existing site sewer lines that connect to the Hackett Road sewer main which connects to a pump station on the North side of Hackett Road. The pump station discharges through a forced sewer main, West on Hackett Road and then North on Crows Landing Road to connect to downstream City of Modesto sewer system.

The existing sheriff's building and the medium security housing are served by a sanitary sewer line that lies to the west of the existing structures. There is also a sanitary sewer main line stubbed from Hackett Road through the east Access Way that currently terminates south of the Kitchen / Laundry facility. The sanitary sewer main line will need to be extended south of the jail expansion project site so that it will be available to serve the county property to the south with future projects.

The Agriculture Center is connected to the City of Ceres sewer system via a gravity sewer line in Service Road. The existing Community Services Facility north of Hackett Road and the Fleet Maintenance Building are connected to the City of Ceres sanitary sewer via forced sewer lines.

The site has very few constraints with regards to these utilities and with proper planning and engineering design, the utilities will adequately serve the project site. The system does have an annual maintenance cost to the county for the pump station and future upgrades to the pump station may be required with the ultimate build-out.

Site analysis

Further information has been provided by the Associated Engineering Group:

Storm Water Accommodations

The storm drainage is anticipated to be handled in multiple shallow percolation basins with each project. The required areas for basins designed to approx. 3' of water depth with 4:1 side slopes would be approx. 5,600 Sq. Ft. for each developed Acre of land. The basins can be designed as a part of the landscaped areas within each project if desired, which would most likely require additional area to lessen the design water depths.

As an alternate to using basins, the individual projects could be designed using horizontal drains with subsurface and surface storage within the future paved parking lots and/or landscaped areas. While these horizontal drains do have increased costs, they do allow a more efficient use of the project site by eliminating the need for basin areas.

Regional basins to serve multiple areas could also be utilized. Regional basins would be designed with 10' water depth and would be required to be fenced. The advantage to regional basins is that they can conserve some project area by having a smaller footprint for the areas served. The disadvantages are the extra costs for fencing and the costs of storm drain pipelines that become larger with the larger areas served.

Any or all of these design alternates or combinations thereof can be utilized on the Stanislaus County PSC site and the actual design selections can be made at the time of development based on budget constraints, land availability or any other relevant conditions at the individual project sites.

Findings

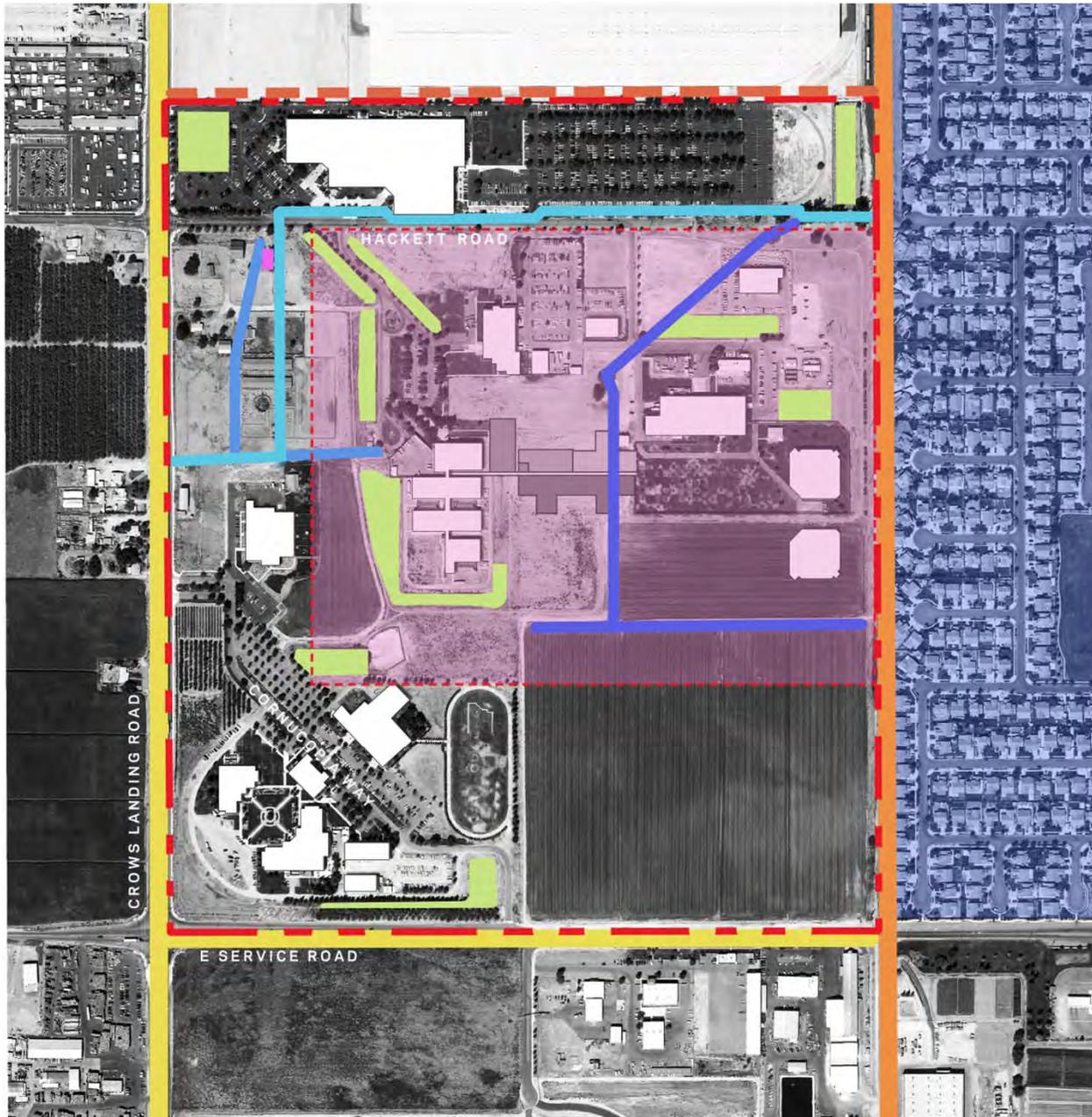
Infrastructure has generally been planned to accommodate future growth and with exception of the telephone utility building, there is nothing on site that could not reasonably be relocated.

New facilities should be sited with consideration to weighing benefits against costs, should they impact current conditions.

At this time and with the amount of available land, it makes financial sense to accommodate all storm water needs on site, should existing basins be affected.

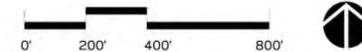
Site analysis - constraints

4.7 Constraints



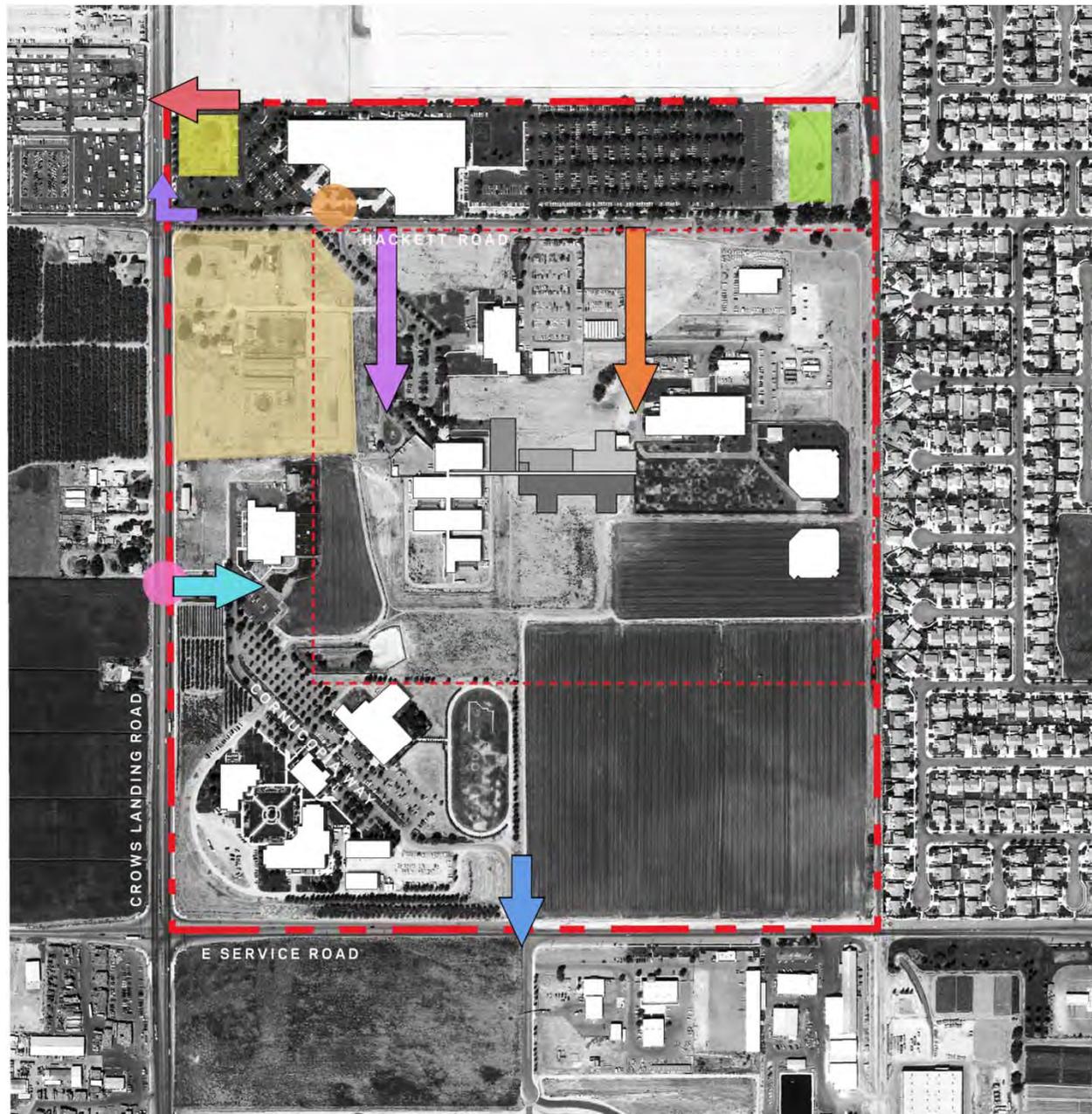
Key

- Railway tracks**
No access over tracks
- Fence boundary**
Between Community Services Facility and adjacent property creates an impermeable barrier
- Irrigation Lines**
Buildings not to be located over lines or lines to be relocated at a cost
Hastings line
Irrigation line
Irrigation line to be relocated per Project 1 and 3
- Crow's Landing and Service Road**
City of Ceres to limit/control access
No additional curb cuts allowed
- Reserved**
For detention and appropriate public safety uses only
- Stormwater basins**
To remain in place, but to be relocated on site to same basin capacity if required
- Adjacent residential development**
Consideration to be given to potential adjacent use and/or screening of facilities
- Telephone Utility Building**
Huge cost implications to relocate



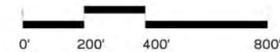
Site analysis - opportunities

4.8 Site and circulation



Key

-  Potential to develop existing curb cut to alleviate traffic on Hackett from Community Services Facility
-  Potential to develop existing curb cut to provide alternate access into site
-  Potential to re-align entry way and provide safer access for emergency vehicles.
-  Potential to add a second right turn lane
-  Potential to improve secure access
-  Potential to develop/extend access
-  Potential to provide additional parking at the Community Services Facility
-  Potential to relocate basin at proposed parking and enlarge the existing basin
-  Potential for Sheriff's Equestrian Facility to be a community asset until the site is developed
-  Potential to re-locate bus stop adjacent proposed Day Reporting Center (location to be determined)
-  Possible signalization
-  Potential to create a drop off point at Community Services Facility



Site analysis - opportunities

4.9 Land use



Key

Proposed West Landing mixed use plan and commercial development provides an opportunity to create a cohesive plan with appropriate adjacent uses

Opportunity to develop appropriate public uses once a higher and better use is determined

Opportunity to develop a visual buffer zone surrounding detention facilities as development occurs

Opportunity to develop a public interface to anchor a centralized campus

Opportunity to develop security zones:

Maximum security

Medium security

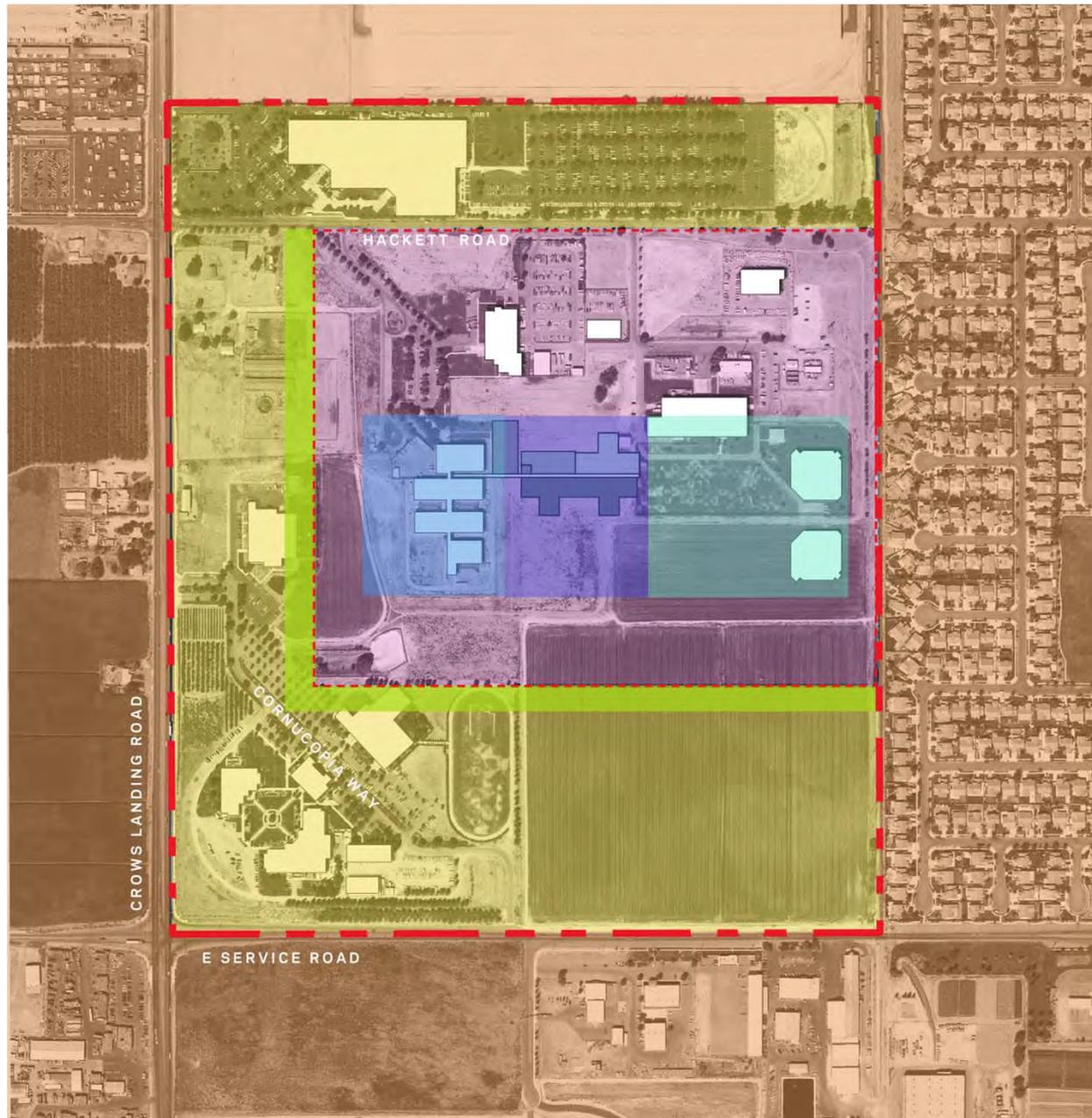
Minimum security

Potential to expand the existing Sheriff's facilities

Agricultural land to remain productive until developed for other use

Site analysis

4.10 Compatibility and development strategy - land use zones

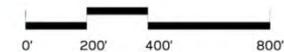


Key

- Reserved for detention and appropriate public safety uses only
- Maximum security zone
- Medium security zone
- Minimum security zone
- Appropriate public uses
- Visual buffer
- Community
- Site boundary
- Reserved for detention and appropriate public uses only

Note:

The visual buffer is envisioned to be a vegetative or physical barrier in addition to any required security fencing. It would be adjustable to fit the site plan to provide screening between detention and public use facilities



Site analysis

4.11 Key Findings

Key Findings are a summary of the analysis of the applicable site, facility, and stakeholder data, in the context of the study goals. Key Findings were validated with the PSC stakeholders and together with the identification of Opportunities and Constraints, form the basis for the generation of site specific development opportunities.

- The PSC aspires to be a 'good neighbor'. This can be promoted by buffering the adjacent community from the detention facilities with appropriate public uses and the incorporation of visual screening.
- There is need for a development strategy of land use zones to guide new facility location, according to compatibility and adjacency requirements. .
- There is opportunity to create a campus with a public interface/campus core defined and fronted by key buildings such as the new Day Reporting Center, the existing Sheriff Operation Center and the new Sheriff Detention Center.
- There is opportunity to relocate the existing bus stop within the PSC, to reinforce the proposed public interface and reduce potential user incompatibility conflicts.
- There is need for traffic strategies to alleviate congestion on Hackett Road and provide better internal circulation.
- Locating a drop off zone outside the Community Services Facility with a cul-de-sac turnaround would reduce the need for parking along Hackett Road.
- Public access, including roads, should not be located in close proximity to secure housing/facilities in order to maintain perimeter integrity.
- Closure of the existing public path would promote better security within the 100 acres reserved for detention purposes.
- Realigning the entry drive and providing a pedestrian crossing would improve sight lines and public safety.
- There is a need to maintain separate visitor and secure staff parking with opportunity to locate additional parking for future needs, adjacent to appropriate facilities.
- Parking lots at the Community Services Facility are judged to be fully utilized at occupancy levels that are well below 100%, if the available spaces are beyond an acceptable walking distance.
- There is opportunity to provide additional parking in close proximity to the Community Services Facility by filling the existing detention basin to the west.
- Infrastructure has generally been planned to accommodate future growth and with exception of the telephone utility building, there is nothing on site that could not reasonably be relocated.
- New facilities should be sited with consideration to weighing benefits against costs, should they impact current conditions. At this time and with the amount of available land, it makes financial sense to accommodate all storm water needs on site.

5 Future development requirements

5.1 Criteria For Success

An integral part of the planning process is establishing evaluation criteria, important to the stakeholders in the development of the land use plan. Through analysis of the available data and work sessions with the stakeholders, a list of criteria was developed.

These criteria which define the site challenges, were organized into four categories:

Function:

- A **jail site** first and foremost with **appropriate public uses**
- Provide an environment that is **safe** for all staff, visitors and inmates
- Provide efficient **site circulation**
- **Compatibility** of adjacent uses with the **Community Services Facility**
- Confirm **infrastructure capacity** for future build-out
- Locate facilities in line with **adjacency requirements**

Economics:

- Prioritize plans that **minimize initial first cost**
- Support an **efficient phased build-out**

Time:

- Establish a **long range pattern for expansion**
- Provide **flexibility** for operations and be expandable for future growth

Form:

- Develop a **campus** concept through **neighborhood planning** and the creation of **zones**
- **Good neighbor.** Facilities should be located/orientated with consideration to the community
- Provide a site location for a **Day Reporting Facility**
- Accommodate additional **vocational/commissary space** to meet the needs of realigned/sentenced population
- Locate a possible new **Warehouse/Commissary** to be expandable with growth
- Develop **housing** concepts based on projections of inmate classifications that consider a population with **higher security requirements**
- Accommodate increased **parking demand** associated with anticipated **future facilities**
- Consider a **connection and/or shared space** between the Sheriff's building and expanded Public Safety Complex

Future development requirements

5.2 Request for Information Matrix

A request for information matrix was developed to gain an understanding of both immediate and future planning needs to be accommodated within the site plan.

It is understood that requirements may change as funding for expansion becomes available, but the matrix reflects current thinking and acknowledges the sources of information gathered.

The matrix is located on the following pages 32 and 33.

Sources include:

- June 27, 2013 documentation from site tour, conducted by County and Sherriff's Department stakeholders
- Work sessions with Staff at Stanislaus County and the Sheriff's Department and follow up
- KD Anderson and Associates, Inc
- Associated Engineering Group
- Stanislaus County Public Safety Center Expansion Operational and Architectural Program and Site Masterplan 2011 Update
- Stanislaus County Adult Detention Needs Assessment 2011 update
- AB900 phase 2 application form
- County of Stanislaus Public Safety Services Masterplan 2007

Future development requirements

Subject	Comment	Response	Parking	Land Use Category	Secured or non-secured area	Size/number	Information Sources
Facilities							
Day Reporting Center	N/A		200 spaces to be provided (70% visitor, 30% secure staff)	Future site for location. Outside of 100 acres	No and yes for staff parking	14,000 sf building	AB900 Phase II Application form
Day Reporting Center Expansion	N/A	I believe that 14,000 sq. ft. at the Public Safety Center represents the full "build out" of the DRC. Any future growth would likely occur at a new/separate location (other community facilities, etc.) C. Orafiik may be able to confirm.	Yet undefined. Assume 70/30%	Future Expansion Site	No and yes	No additional future growth anticipated. (See D10)	Site Master Plan 2011 Update. Tim Fedorchak
Warehouse (to accommodate services at main complex)	Any additional warehouse requirements?	Warehouse ideally at the border of the secure area.	Warehouse use: est. 10 parking spaces; loading dock/loading area in security enclosure.	Future Expansion Site	Warehouse ideally at the border of the secure area.	See Comment F12.	Site Master Plan 2011 Update. Tim Fedorchak
Vocational/Industrial space	N/A	This is a small welding/carpentry shop <5,000 sq. ft. that could be located off-site if the site was otherwise needed	None. Staff incl in Project 1 staff parking area.	Future Expansion Site	No	See Comment E13.	Site Master Plan 2011 Update. Tim Fedorchak
Existing Sheriff's Operations	N/A	N/A	spaces enclosed in secure yard; plus or minus 270, 25 public	Existing facility to remain	Open public area, not secure. County and staff vehicles in secure parking area.	38,198 square feet	Public Safety Services Masterplan June 2007. Tim Fedorchak
Future Sheriff's Operations	N/A	N/A		Future Expansion Site	Same as line 14	Correction... original 1994 plan build-out at 2014 = 48,515 sq. ft. and 197 staff. See Note B	Public Safety Services Masterplan June 2007. Tim Fedorchak
Future facility to be identified with Video-visitation facilities	N/A	Public access to Video Visitation services will not be at Public Safety Center site for many reasons.	70 car parking spaces to be provided	Potential Public Use Site	No	21,000-24,000 net sq. ft. Non-secure site.	Tim Fedorchak
Hi-Tech Crimes	Additional facility size requirements?	Included in the future SOC expansion		Future Expansion Site	Yes	17,400 square foot building	Public Safety Services Masterplan June 2007. Tim Fedorchak
Emergency Operations Center	Additional facility size requirements?	No. Separate project and backup site already exist.		Future Expansion Site	Yes	24,820 square foot building	Public Safety Services Masterplan June 2007. Tim Fedorchak
Social Services Facility	What relative growth is likely over the next 20 years? As compared to the existing situation, how much is the number of staff expected to grow by (25%? 50%?). The County needs to establish an agreed upon target in order for KD Anderson to do counts and set an area for parking as an 'appropriate public use'	Assume 60-70,000 sq. ft. addition on lawn at east side of existing facility.	±1,450 spaces total. (257 front-public lot, 1,195 back-staff lot)	Existing facility to remain	No	252,355 sq. ft.	As noted in site visit. Tim Fedorchak
Existing inmate beds - minimum security	N/A	N/A	±49 spaces.	Existing facility to remain	Yes	192 beds	AB900 Phase II Application form. Tim Fedorchak
Existing inmate beds - medium security	N/A	N/A	±78 public spaces; 25 staff spaces. Most public spaces will not be required after Video Visitation relocates inmate visits offsite.	Existing facility to remain	Yes	470 beds	AB900 Phase II Application form. Tim Fedorchak
Existing inmate beds - maximum security	N/A	N/A	See Comment F21.	Existing facility to remain	Yes	40 beds	AB900 Phase II Application form. Tim Fedorchak
Existing inmate special use beds	N/A	N/A	See Comment F21.	Existing facility to remain	Yes	24	Detention needs Assessment 2011 Update. Tim Fedorchak
Project 1 beds - maximum security	N/A	N/A	No public visitation. Parking for staff based on largest shift-change. (Staffing analysis to be completed.)	In progress	Yes	384 - 480 beds	AB900 Phase II Application form. Tim Fedorchak
Project 1 special use beds	N/A	N/A	No public visitation. Parking for staff based on largest shift-change. (Staffing analysis to be completed.)	In progress	Yes	72 beds	AB900 Phase II Application form. Tim Fedorchak
SB1022 beds	N/A	N/A	No public visitation. Parking for staff based on largest shift-change. (Staffing analysis to be completed.)	In progress	Yes	288 beds	Site Master Plan 2011 Update. Tim Fedorchak

Future development requirements

Subject	Comment	Response	Parking	Land Use Category	Secured or non-secured area	Size/number	Information Sources
Facilities							
Future inmate beds - maximum security	1374 total projected new beds - how does this translate into new maximum security facilities? Security zone requirements?		No public visitation. Parking for staff based on largest shift-change. (Staffing analysis to be completed.)	Future Expansion Site	Yes	See Comment E27	Site Master Plan 2011 Update. Tim Fedorchak
Future inmate beds - medium security	1374 total projected new beds - how does this translate into new medium security facilities? Security zone requirements?	I would assume a mix of max and medium security beds. See comment on line 27.	No public visitation. Parking for staff based on largest shift-change. (Staffing analysis to be completed.)	Future Expansion Site	Yes	See Comment E27	Site Master Plan 2011 Update. Tim Fedorchak
Future special use beds	1374 total projected new beds - how does this translate into new mental/health facilities? Security zone requirements?	See comments on lines 27 and 28.	No public visitation. Parking for staff based on largest shift-change. (Staffing analysis to be completed.)	Future Expansion Site	Yes	See Comment E27	Site Master Plan 2011 Update. Tim Fedorchak
Kitchen/laundry	No future requirements needed	Existing building planned to meet full build-out.	±9 County vehicle and staff parking spaces.	Existing facility to remain	Yes	As shown in current CAD plan	Site Master Plan 2011 Update. Tim Fedorchak
Fleet Vehicle maintenance	No future requirements needed	Unlikely to expand at this site. Either a second facility would be developed, or service would be contracted in future.	Building Maintenance Shop = 12 spaces.	Existing facility to remain	Not with Sheriff's secure area. Only secure parking for stored vehicles.	As shown in current CAD plan	As noted in site visit. Tim Fedorchak
Support							
Traffic	Analysis of opportunities and constraints. Confirmation of future needs.			N/A	N/A	N/A	KD Anderson
Existing outdoor space/exercise yards	Number, type and security requirements		N/A	Existing facility to remain	Yes	See comment below	Tim Fedorchak
Future outdoor space/exercise yards	Number, type and security requirements		N/A	Future Expansion Site	Yes	Exercise yards are designed within the secure walls of the jail buildings. Any other outdoor space is not programmed (aesthetic)	Tim Fedorchak
Services and Infrastructure							
CUP	Not to be considered in this study		N/A	Future Expansion Site	Yes	Second Phase. 6,000 sq. ft. Not likely centralized in foreseeable future. (Refer to D Crotty.)	Site Masterplan Update 2011 and discussion at meetings with County
Utility (water, sewer, electric, gas) capacity	Confirmation of future needs.		N/A	N/A	N/A	N/A	Site Masterplan Update 2011 Associated Engineering
Stormwater capacity	Analysis of opportunities and constraints. Confirmation of future needs.		N/A	N/A	N/A	5,600 sq. ft. for each developed acre of land	Site Masterplan Update 2011 Associated Engineering
Roads	Confirmation of whether minor existing curb cuts on Crow's Landing (Farmer Brown) can be used. Viability of developing access at existing curb cuts - adjacent Gallo winery on Crow's Landing and opposite the fire station on Service road		N/A	N/A	N/A	N/A	KD Anderson
Outdated entry access	Confirmation of entry location for old farmhouse		N/A	N/A	N/A	N/A	As noted in site visit
Sheriff's IT Trailers	Existing not being replaced; current allocation sufficient			Existing Use to Remain			As noted in site visit
Miscellaneous							
Agriculture pavilion	Should we be concerned with the proposed pavilion at the intersection of Crow's Landing and Service road? If so, is a footprint available?	Footprint is "set aside" at the corner, accessible by planned Ag Ctr Perimeter Road w/ additional parking. Accessed via Cornucopia Way only	±84 spaces.	N/A	No	Est. 25,000 sq. ft.	As noted in meeting. Tim Fedorchak
Finance to asset map	Does it exist, could we get a copy?	See attached CEO-Debt Service budget for FY2013-2014 for debt financed projects. Also see "Note A" added below!	N/A	N/A	N/A	N/A	Tim Fedorchak
Property rights issues	Helped determine the current facility locations. What are these issues and will they impact the new site plan?	Property rights issue has been resolved and no longer a constraint	N/A	N/A	N/A	N/A	Tim Fedorchak
Visitor and staff facilities	Please confirm that visitor and staff headcounts and parking have been included in those facilities in which they are to be located	This work is currently in progress.	±63 public spaces; 15 secure spaces at new Animal Services Facility	N/A			Tim Fedorchak

The above is a list of information requested by HOK to begin the Stanislaus Public Safety Center Expansion Site Development Study.

Please do your best in obtaining all items as the information will inform the development of site plan options. Also, let us know if there are additional issues that have not been included.

Please provide all information in electronic form to suzanne.smith@hok.com by the date indicated or send as soon as it becomes available. **Note A:** (See comment Cell D45.) Stanislaus County intends to create new, separate parcels for both the Animal Services Facility and the Honor-Farm Replacement Project due to other obligations in the operational agreements for these properties. Animal Services will include the building footprint, animal exercise yards, barn, public parking (new lot). Honor Farm Replacement Bed Project will include building footprint and immediately related hardscape area. **Note B:** Original 1994 Plan anticipated growth to 197 staff in 2014 based at the Sheriff's Operations Center. Future growth was expected to occur at 'decentralized' Sheriff's offices at other locations.

6 Site plan development

6.1 Site plan alternatives and evaluation

On July 18, 2013, three site development alternatives were presented to the PSC stakeholders; from these alternatives, the best attributes from each were evaluated and selected for incorporation into a preferred site development plan.

Plans were evaluated using the 'Criteria for Success' established in section 5.1. The criteria helped to evaluate the site specific development opportunities throughout the planning process.

Through discussions, the relative importance of each criterion was assigned. Some of the criteria are "baseline" premises which are givens for any viable development scenario. Other criteria fall into a range from best to poor.

The criteria and findings are summarized in the Criteria for Success Matrix found on the opposing page

The site development alternatives can be found in the Appendices.

Site plan development

Criteria for Success	Weight Factor	Site Plan 1	Site Plan 2	Site Plan 2a	Composite Final	Comments
BASELINE						Best
100 acre PSC prioritizes detention facilities first with appropriate public uses in the remaining 80 acres	1	3	3	3	3	3
Supports a safe environment for staff, visitors and residents	1	3	3	3	3	3
Supports planned traffic improvements on Hackett and provides an alternate route for traffic south to Cornucopia	1	3	3	3	3	2
Uses are compatible with the Community Services Facility	1	3	3	3	3	3
Develop housing concepts based on projections of inmate classifications that consider a population with higher security	1	3	3	3	3	3
Accommodate increased parking demand associated with proposed facilities	1	3	3	3	3	3
Utility demand for current and planned expansion can be accommodated	1	3	3	3	3	3
SPECIFIC CRITERIA						Poor
Minimizes initial first cost	1	2	2	2	2	2
	1	3	2	2	2	2
requires demolition of existing asset						
requires relocation of existing utility elements						
Supports community "good neighbor" approach	3	2	2	2	2	2
Addresses appropriate workflow/work process - meets critical adjacencies	2	2	3	2	3	3
Does not increase congestion on Hackett Rd.	2	2	2	2	2	2
Improves internal site circulation	2	1	2	1	3	3
pedestrian						
vehicular - visitors, staff, service, ev/fire						
law enforcement						
Maximize development opportunities for appropriate public uses	2	2	3	1	3	3
Supports creation of a public interface zone	2	2	2	1	3	3
TOTAL		50	55	45	59	

Site plan development

The preferred site development plan is represented in three parts:

1. **Preferred land use zones.** This plan organizes the site into zones as a framework to guide the most appropriate location of facilities.
2. **Preferred development sites.** This plan illustrates how and where facilities fit within the overall framework.
3. **Preferred circulation plan.** This plan delineates the layers of circulation for vehicular, pedestrian, public transit, emergency vehicle and service.

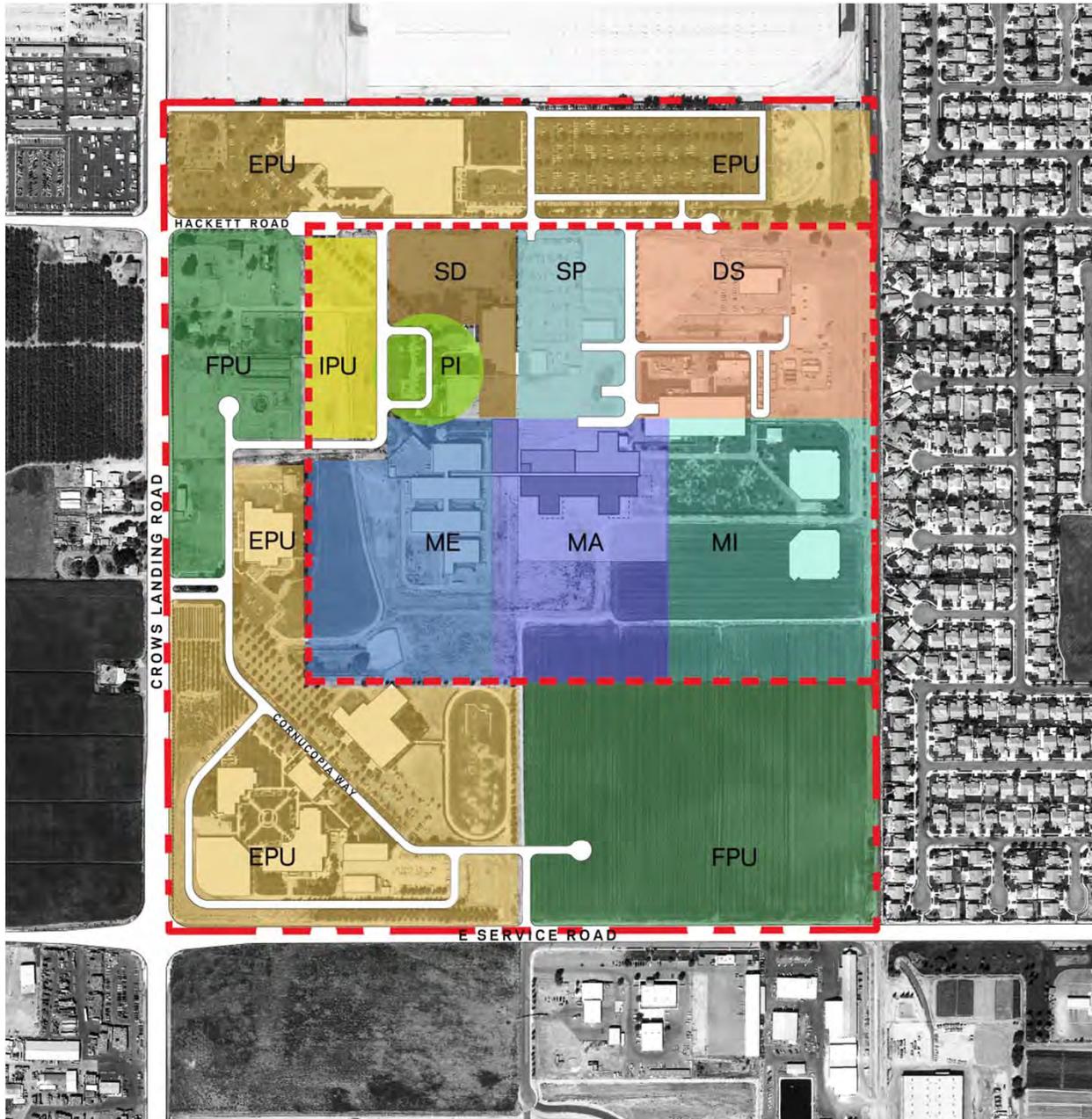
Land use zones:

Land Use Zones have been identified to:

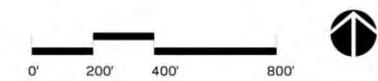
- Guide future development by delineating the general relationships between uses including adjacencies and relative scale
- Buffer the neighboring community from detention facilities with appropriate public uses.

Site plan development

6.2 Preferred plan - land use zones

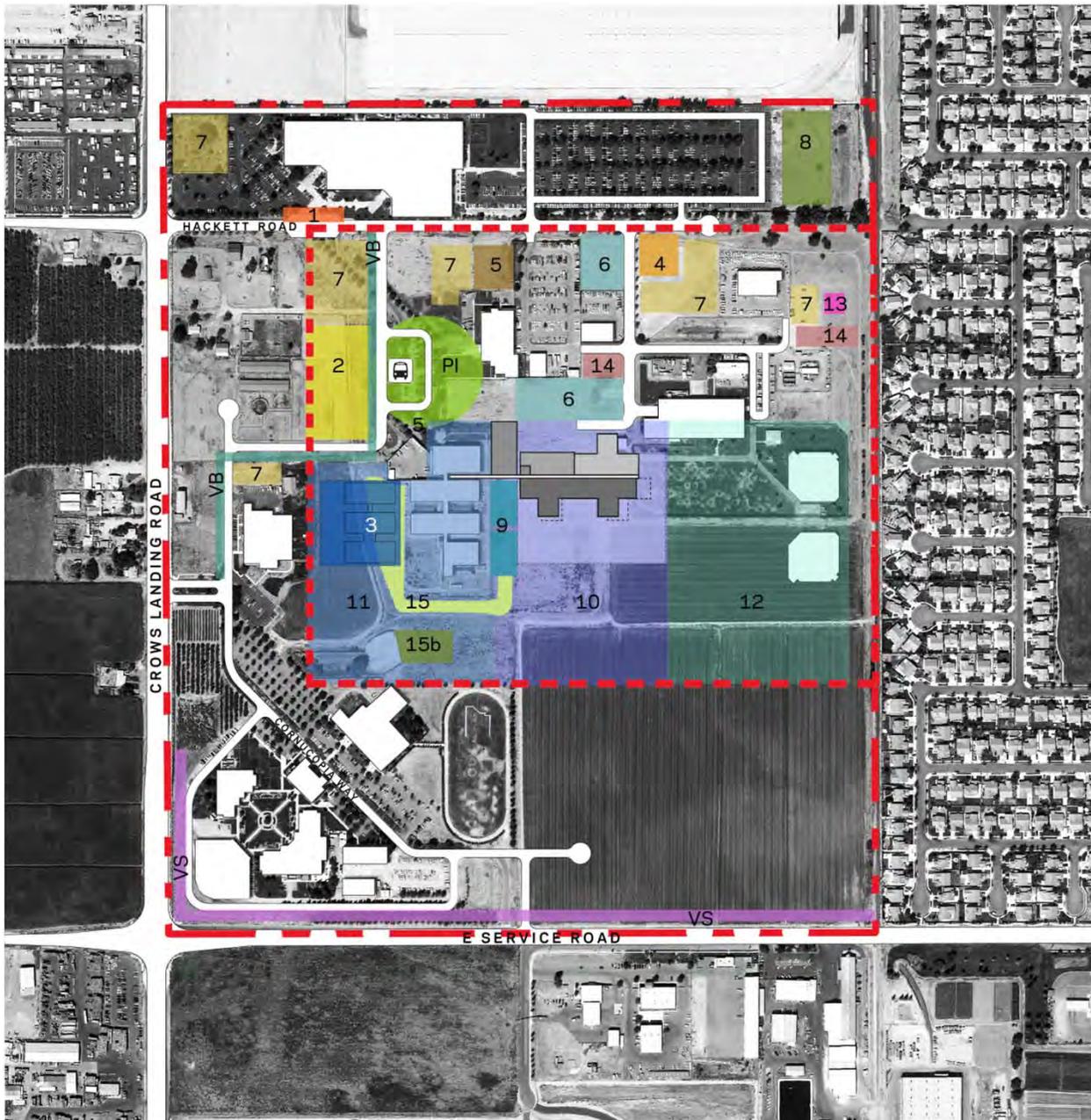


- Key**
- Reserved for detention and appropriate public safety uses only
 - PI Public interface core
 - SD Sheriff's department expansion
 - SP Secure staff and service vehicle parking area
 - MA Maximum security zone
 - ME Medium security zone
 - MI Minimum security zone
 - DS Detention support zone
 - IPU Land identified for immediate appropriate public safety use
 - FPU Land identified to remain in current/agricultural use until developed for future appropriate public use
 - EPU Existing appropriate public uses

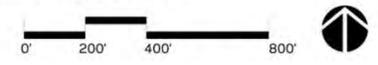


Site plan development

6.3 Preferred plan - development sites



- Key**
- Reserved for detention and appropriate public safety uses only
 - VB Possible visual buffer
 - PI Public interface core
 - 1 Drop off location with cross walk
 - Bus stop relocation
 - 2 Day Reporting Center zone and carve out
 - Projects 1 and 3 and carve out
 - 3 Potential SB1022 Re-entry and Enhanced Alternatives to Custody Training building and carve out
 - 4 Future
 - 5 Future Sheriff's department expansion
 - 6 Future secure staff parking
 - 7 Potential future visitor parking
 - 8 Potential basin expansion
 - 9 Future staff support facilities
 - 10 Maximum security expansion zone
 - 11 Medium security expansion zone
 - 12 Minimum security zone
 - 13 Future vocational/industrial space
 - 14 Possible future warehouse facility. Potential locations
 - VS Vegetative screening
 - 15 Retention basin impacted by site plan
 - 15b Possible relocation area for basin
- Future Public Safety expansion/uses not yet identified can be located within the 100 acres reserved for detention and appropriate public safety uses.



Site plan development

Development sites:

2 - Day Reporting Center. Located within the public interface zone adjacent to the bus stop. A buffer between detention facilities and the community.

PI - Public interface. A formal public space fronted by key buildings. Anchors the development of a cohesive campus.

10, 11, 12 - Maximum, medium and minimum security zones as building specifics/footprints remain unknown at this time.

4 - Future county facility to be identified.

5 - Sheriff's Department expansion. Located adjacent to the existing Sheriff's Department, the expansion includes space for additional parking.

6 - Secure staff parking expansion. Located adjacent to an existing facility for convenience and reduced building cost.

7 - Future visitor parking. Located primarily adjacent to the public interface zone to serve facility requirements. Due to issues with parking and walking distances (Appendix 2), several proposed parking sites are located within close proximity to the Community Services Facility. The existing displaced retention basin would require relocation on site at significant cost.

13 - Vocational/industrial space. Located in the detention support zone, adjacent to existing vocational uses, with shared use of parking facilities.

14 - Future warehouse. Two possible locations are shown adjacent to kitchen/laundry facility for efficiency of deliveries. The final location is to be determined at a future time.

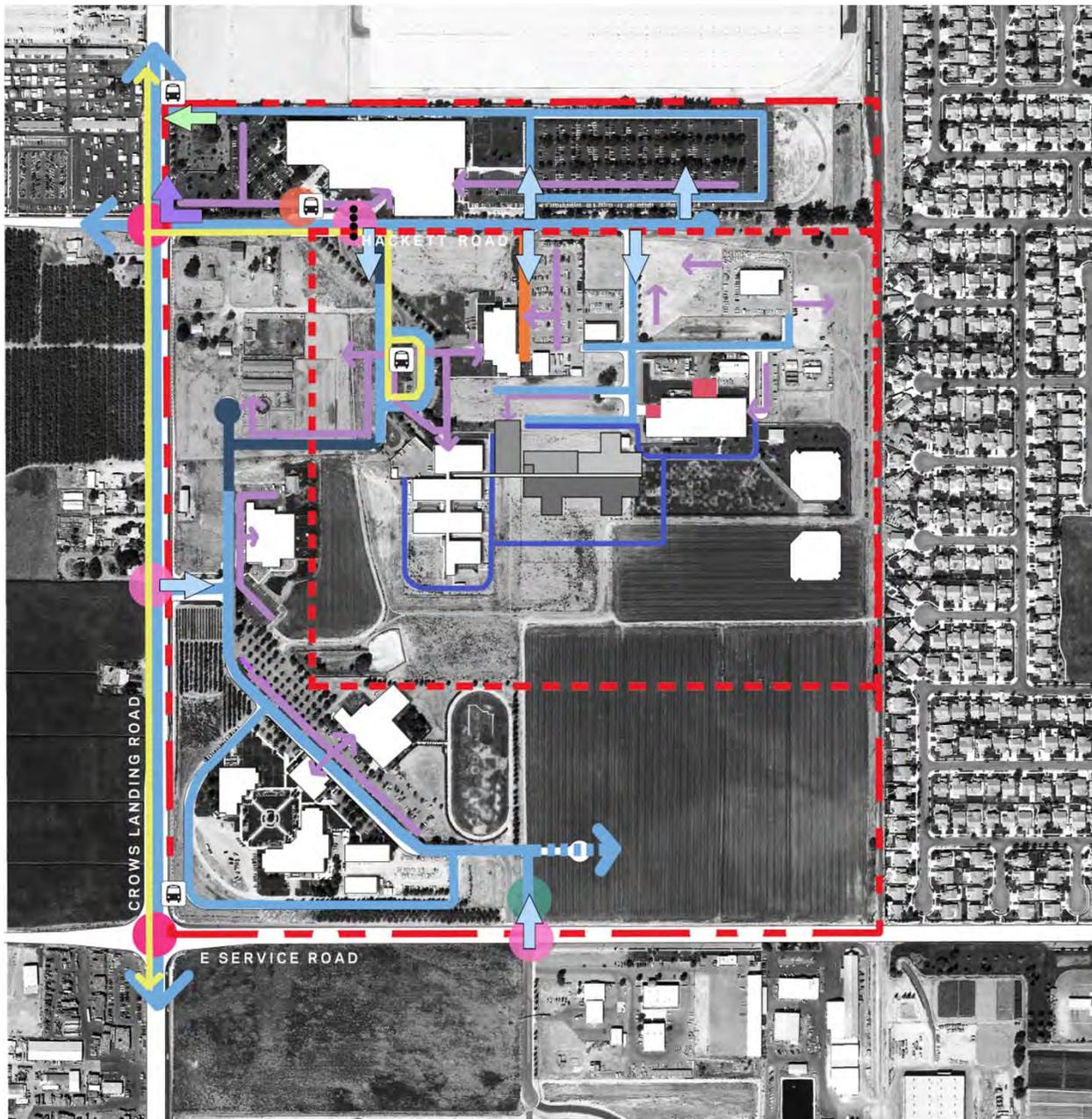
1 - Drop off zone with cross walk. Located to provide more efficient circulation on Hackett Road and safe pedestrian access for visitors to the Community Services Center.

VB - Visual buffer. Envisioned as a physical or vegetative barrier in addition to any required security fencing, the visual buffer provides a perceived separation between detention and public use facilities.

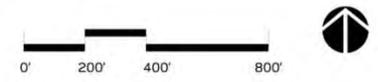
15 - Stormwater basins. One major basin is impacted by the site plan. Potentially two basins, if parking benefits for the Community Services Facility are determined to outweigh the relocation cost. Possible areas for appropriate relocation have been shown on the plan (see no.8 and 15b on key). Stormwater basin requirements can be met within any zone where there is available space.

Site plan development

6.4 Preferred plan - circulation



- Key**
- - - Reserved for detention and appropriate public safety uses only
 - Primary access
 - ➔ Vehicular entry into/out of site
 - ➔ Vehicular entry out of site only
 - ⤴ Additional right hand turn lane
 - Pedestrian drop off zone
 - Pedestrian crosswalk
 - Secure access
 - Pedestrian access
 - Public transit
 - Emergency vehicle access
 - Bus Bus stop
 - Future signalization
 - Existing signalization
 - Loading dock and service vehicles
 - Future enhancement of entry and realignment with opposing driveway
 - ➔ Future access
 - Future and unfunded roadway



Site plan development

Preferred plan - circulation

The preferred circulation plan was developed as a part of the site plan development process. Findings of the report, *Traffic/Circulation Opportunities and Constraints Assessment* prepared specifically in support of this study (KD Anderson and Associates, July 2013), greatly informed the direction of the preferred site plan.

This report is supplementary to their earlier work *Traffic Impact Analysis for Stanislaus County Public Safety Center Expansion, February 2012* which looked at the wider traffic implications for expansion of the site. It concluded that no mitigation measures were required.

The 2013 report focused on internal circulation and parking. Circulation recommendations are summarized below:

1. Connect Sheriff's Operation Center to Cornucopia Way.
2. Signalize Crow's Landing Road/Cornucopia Way.
3. Open north side driveway to Crows Landing Road for employee parking egress.
4. Widen Hackett Road at approach to Crows Landing Road to add a second right hand turn lane.
5. Relocate Sheriff's Operation Center road to the east (750 feet from Crows Landing Road) and install a traffic signal plus pedestrian crossing.

Site plan circulation was also developed with the following objectives:

1. Safer pedestrian access on Hackett Road with the realignment of the Sheriff's driveway, allowing for a drop off zone and pedestrian crossing to serve the Community Services Facility.
2. Respect has been given to the security of the 100 acres reserved for detention purposes, with the publicly accessible road located outside of this zone where possible.
3. Roads have been located with consideration to leaving existing irrigation lines undisturbed and maintaining the integrity of land parcels for future development flexibility.
4. Other areas of circulation on site remain the same due to logic and constraints including the jail facility itself (see diagram 4.7).

Appendices

1. Conceptual sketch Options 1, 2 and 3.
2. Traffic/Circulation opportunities and constraints assessment. Stanislaus County Service Center.
3. Associated Engineering "Response to Request for Information"

Appendix 1

Conceptual sketch - option 1



Key

- Road circulation
- Core public interface
- Day Reporting Center zone - building to be orientated by architect
- SB1022
- Future County facility to be identified
- High Court Facility
- Sheriff's expansion
- Secure staff parking expansion
- Staff support facilities
- Maximum security expansion
- Medium security expansion
- Special use beds
- Vocational/industrial space
- Warehouse facility
- Community Services Facility parking
- Expansion of existing basin
- Future reserve buffer land to remain in agricultural production until developed
- Drop off location with cross walk
- Bus stop relocation
- 100 acre woods
- Visual buffer

Appendix 1

Conceptual sketch - option 2



Key

- Road circulation
- Core public interface
- Day Reporting Center zone - building to be orientated by architect
- SB1022
- Future County Facility to be identified
- High Court Facility
- Sheriff's expansion
- Secure staff parking expansion
- Staff support facilities
- Maximum security expansion
- Medium security expansion
- Special use beds
- Vocational/industrial space
- Warehouse facility
- Community Services Facility parking
- Expansion of existing basin
- Future reserve buffer land to remain in agricultural production until developed
- Drop off location with cross walk
- Bus stop relocation
- 100 acre woods
- Visual buffer

Appendix 1

Conceptual sketch - option 2A



Appendix 2

**Traffic/Circulation opportunities and constraints assessment.
Stanislaus County Service Center.**

Prepared by KD Anderson and Associates Inc.

**TRAFFIC / CIRCULATION
OPPORTUNITIES AND CONSTRAINTS ASSESSMENT
STANISLAUS COUNTY SERVICE CENTER**

Prepared For:

Stanislaus County
1010 10th Street, Suite 5400
Modesto, CA 95354

Prepared By:

KD Anderson & Associates, Inc.
3853 Taylor Road, Suite G
Loomis, CA 95650
(916) 660-1555

July 9, 2013

7000-14

KD Anderson & Associates, Inc.

Transportation Engineers

Parking

The Stanislaus County Service Center (?) provides regular off-street parking for staff and visitors as well as for storing Stanislaus County vehicles on a short term and long term basis. The on-site parking supply was inventoried and its utilization surveyed in order to provide perspective on the magnitude and use of the current parking supply.

Parking Supply Inventory. The available on-site parking supply was inventoried during a field review conducted on June 26, 2013. As part of that inventory the number of marked parking spaces was determined in 14 separate areas, as noted in Table 1 and identified in Figure 1. The users of spaces in each area (i.e., visitor parking, staff parking, mixed or storage) was identified. As indicated, 2,165 parking spaces were identified. Of that total 1,341, or 62% of the total, are located north of Hackett Road and serve the Community Services Facility. Another 460 spaces are located near the Jail, Sheriff's facility and minimum security areas (i.e., 21% of total). The remaining 364 spaces are located in the southwest corner of the site adjoining the animal services, academy / training and Agricultural Center.

Parking Utilization Survey. The use of on-site parking was observed on the afternoon of Wednesday June 26, 2013 after 1:00 p.m. As noted, 73% of the spaces located north of Hackett Road were occupied at that time. Occupancy rates were also determined for the areas south of Hackett Road and for the area off of Cornucopia Way, but the resulting overall rates are less meaningful since some of these areas are used for vehicle storage or are not formally striped as parking spaces. However, as a "worst case", the overall occupancy rates expressed in terms of all vehicles divided by parked spaces were 56% and 71% respectively.

Parking Adequacy. The adequacy of the current parking supply is closely linked to staff and visitors perceptions as to the availability of parking in expected locations. Parking lots are judged to be fully utilized at occupancy levels that are well below 100% utilization due to uneven turnover and inefficiencies in parking. Public parking lots may be fully utilized at 85% to 90% occupancy. Lots designated for staff may be fully utilized at 90% to 95% occupancy. However, in each case, users may judge the situation to be deficient if the available spaces are beyond an acceptable walking distance.

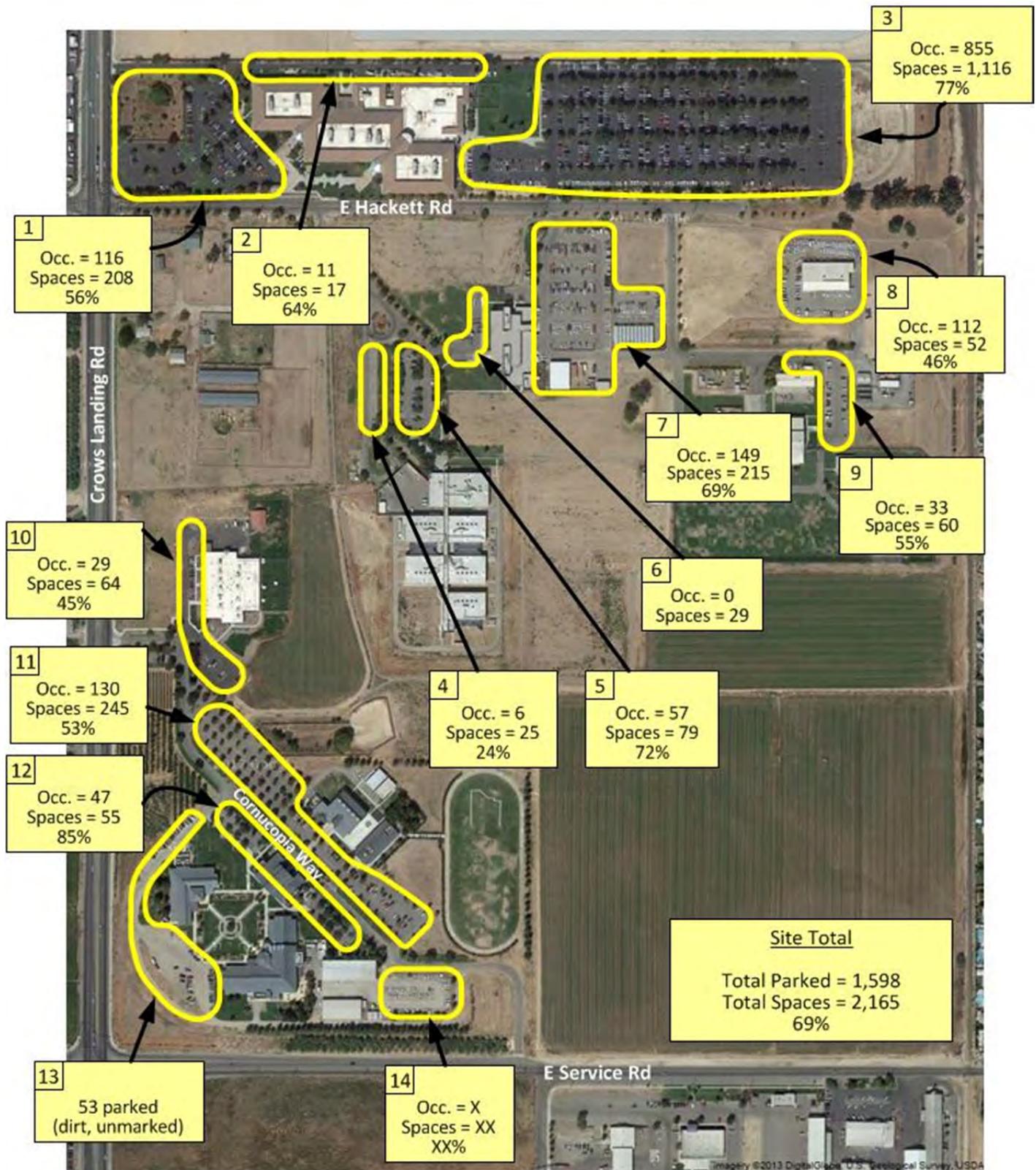
At this site the Community Services parking north of Hackett Road is affected by walking distance considerations. Spaces near the visitor entrance were uniformly used, and the majority of the vacant spaces were located in the far end of the lot more than 350 feet from the entrance. Similarly, vacant spaces in the eastern employee lot located at the far end of the lot are roughly 1,000 feet from the building entrance. In each case, while the overall parking utilization rates suggest that the parking supply is "adequate", there may be complaints because of the distances walked.

With one exception, parking utilization in other individual parking lots appears adequate based on the observed occupancy rate. Parking occupancy is high near the Agricultural Center, and the number of vehicles parked on the dirt implies "overflow" demand. There are many vacant spaces across Cornucopia Way in the northern end of the Academy / Training lot, but these spaces are not as convenient to the Agricultural Center as the overflow dirt parking area.

Parking Parameters. To help support site planning it is possible to roughly suggest future parking demands based on comparison of current and future on-site employment (note: not completed due to lack of employee information).

**TABLE 1
PARKING INVENTORY – UTILIZATION SURVEY RESULTS**

Area	Name	Type of Parking	Marked Parking Spaces	Parked Cars	Percent Occupancy	Notes
1	Community Services (West)	public	208	116	56%	
2	Community Services (North)	staff	17	11	64%	
3	Community Services (East)	employees	1,116	855	77%	
<i>Subtotal North of Hackett</i>			<i>1,341</i>	<i>982</i>	<i>73%</i>	
4	Jail (overflow)	mixed	25	6	24%	
5	Jail	mixed	79	57	72%	
6	Sheriff	mixed	29	0	0%	Closed
7	Sheriff	employee	215	149	69%	Secured, estimate from Google earth, includes impound
8	Maintenance	employee	52	112	n.a.	Includes vehicles stored in unmarked spaces
9	Minimum security	mixed	60	33	55%	
<i>Subtotal – Sheriff/Jail</i>			<i>460</i>	<i>257</i>	<i>56%</i>	
10	Animal	mixed	64	29	45%	
11	Academy / Training	mixed	245	130	53%	
12	Agriculture	mixed	55	47	85%	
13	Agriculture	mixed	(dirt)	53	n.a.	
14	Storage	County vehicles	unk	unk	n.a.	Boneyard Storage
<i>Subtotal - Other</i>			<i>364</i>	<i>259</i>	<i>71%</i>	
Total		all	2,165	1,498	69%	



PARKING INVENTORY /
OCCUPANCY SURVEY RESULTS

Access

Access Locations. The Service Center is served by two major regional roads, Crows Landing Road and Service Road, which link the facility with the Modesto urban area to the north and the Ceres area to the east. The site's connections to those major roads and the quality of traffic operations at those connections are the key issues for site access.

The main access to the site occurs at the signalized **Crows Landing Road / Hackett Road intersection**. This intersection is configured to provide separate signal phases for southbound traffic turning left into the site and for the two lanes on Hackett Road leaving the site. On a daily basis 6,245 vehicles or 77% of the total site traffic uses this intersection to enter and exit the site.

Secondary access to the site occurs at the **Crows Landing Road / Cornucopia Way intersection**. This intersection is controlled by a stop sign on the Cornucopia Way approach. A two-way left turn lane on Crows Landing Road provides refuge for inbound and outbound left turns, and the West Landing Specific Plan notes that in the future a traffic signal will be installed to facilitate a west leg of the intersection opposite Cornucopia Way. Today 1,310 vehicles or 16% of the site traffic uses this intersection.

Tertiary access is available via the Service Road / Cornucopia Way intersection. This minor intersection is controlled by a stop sign on the Cornucopia Way approach, and there are no auxiliary turn lanes. The use of this intersection could be increased in the future, but it is likely that the City of Ceres will require improvements that are commensurate with a major access, including re-aligning the offset Boyle Drive approach and potentially making frontage improvements along Service Road. Because Service Road is an expressway, this access will eventually be limited to right turns only. Today 515 vehicles or 7% of the total site traffic uses this connection.

A fourth access location exists but is currently only used for service/delivery access to the north side of the Community Services building. A gated driveway lies on Crows Landing Road at the site's northern boundary roughly 375 feet north of Hackett Road. The driveway is designated for one-way westbound travel. A center median on Crows Landing Road extends north from Hackett Road beyond this driveway, which limits use to its right turns onto Crows Landing Road.

Existing Levels of Service at Access. The quality of traffic flow at intersections is described in terms of the operating Level of Service. Information regarding the operation of the three access intersections was assembled in 2012 for the Public Safety Center Expansion project.¹ Traffic counts made in January 2012 were used to identify morning and evening peak hour Level of Service, as noted in Table 2.

As shown, the three access intersections currently operate within the County's minimum acceptable standard over the course of the peak hour. However, there are short periods of peak demand in the morning when appreciable delay and queuing occurs in the southbound left turn

¹ Traffic Impact Analysis for Stanislaus County Public Safety Center Expansion, KD Anderson & Associates, Inc., February 6, 2012

lane from Crows Landing Road to Hackett Road. Similarly, relatively long queues occur for short periods on westbound Hackett Road in the afternoon.

**TABLE 2
EXISTING ACCESS INTERSECTION LEVELS OF SERVICE**

Location	Control	AM Peak Hour		PM Peak Hour	
		LOS	Average Delay	LOS	Average Delay
Hackett Road / Crows Landing Road	Signal	C	30.1	C	32.6
Cornucopia Way / Crows Landing Road	WB Stop	B	13.7	B	12.3
WB Left Turn		B	10.8	B	10.2
WB Right Turn		A	9.5	A	8.3
Crows Landing Road / Service Road	Signal	C	24.8	C	22.0
Cornucopia Way / Service Road	SB Stop	B	11.9	B	12.7
SB Approach		A	8.1	A	7.7
Source: Traffic Impact Analysis for Stanislaus County Public Safety Center Expansion, KD Anderson & Associates, Inc., February 6, 2012					

Internal Circulation

The internal circulation system is comprised of two lane streets that link the site's access points with internal intersections and with driveways to individual parking lots.

Hackett Road is the primary access to the uses on the site, and the flow of traffic through the intersections and driveways on this two lane road is the most appreciable internal circulation issue at the site today. There are five intersections on Hackett Road all of which are controlled by stop signs on the approaches to Hackett Road. Table 3 notes the volume of traffic on each side street during peak hours.

As shown towards the bottom of the table, a total 733 entering/departing vehicles were observed in the a.m. peak hour and 655 were observed during the p.m. peak hour. Most of that traffic is associated with Community Services (i.e., 84% and 88% of the total).

**TABLE 3
HACKETT ROAD INTERSECTION / DRIVEWAY VOLUMES**

Hackett Road Intersections	Direction	Peak Hour Traffic Volume (Vehicles per hour)					
		AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
Community Services West Visitor Parking lot Access	North	102	26	128	64	135	199
Sheriff / Jail Access Road	South	30	20	50	16	17	33
Community Services West Staff Parking lot Access	North	202	21	223	34	115	149
Secured Sheriff Access	South	25	11	36	8	27	35
Support Facilities Access	South	20	14	34	6	7	13
Community Services East Staff Parking Lots Access	North	256	6	262	9	217	226
Total		635	98	733	137	518	655
Total at Community Services		560	53	613 (84%)	107	467	574 (88%)
Total at Sheriff / Jail		75	45	120 (16%)	30	51	81 (12%)

The quality of traffic flow at each access intersection is related to the amount of conflicting traffic on Hackett Road. For example, southbound traffic leaving the Community Services driveways by turning right must yield to westbound through traffic. Conversely, northbound traffic turning left from the Sheriff Department / Jail must yield to both eastbound and westbound traffic. As a result, motorists waiting to turn left from the more westerly intersection often experience very long delays during the 30 to 45 minute peak period when Community Services employees are traveling to and from the site, but access to and from the eastern driveways is relatively easy.

Opportunities for Improving Internal Circulation. Various opportunities are available for improving internal circulation as the site is built out. These include:

- Provide **alternative routes** to secondary access locations in lieu of Hackett Road. Linking the area of the site south of Hackett Road with Cornucopia Way will allow the Sheriff and Jail areas to avoid waiting to make left turns onto Hackett Road during peak periods.
- Increase the **capacity of Hackett Road**. Adding left turn lanes on Hackett Road would reduce delays created by vehicles waiting to turn from Hackett Road. A continuous two-way left turn lane on Hackett Road would provide south side traffic with the opportunity to reduce delays by making “two-step” left turns.

- Increase the **capacity of Hackett Road intersections**. Alternative traffic controls could be used to allocate the right of way between through traffic on Hackett Road and motorists entering on the side streets. Alternative measures include all-way stops, traffic signals and roundabouts. Each choice has positives and minuses that relate to peak period conditions at the site. All-way stop controls would operate well for most of the day and would slow traffic on Hackett Road. However, all-way stops can create appreciable congestion during peak periods and could be problematic at the more westerly intersections. Conversely traffic signals could handle high volume locations but the cost of construction (\$300,000 each), and operation (\$3,000 annually) may be difficult to justify when only needed by a few motorists for perhaps 60 minutes each day. Roundabouts have the advantage of working well throughout the day but would require appreciable modification to the existing street system while maintaining traffic flow. As a result, roundabout costs can be appreciable (i.e., \$250,000 per location).
- Increase **capacity of Crows Landing Road/Hackett Road intersection**. Queuing on westbound Hackett Road could be reduced if the westbound approach to the Crows Landing Road intersection was widened to provide a second right turn lane. This improvement is required in the West Landing SP DEIR.

Future Trip Generation and Traffic Demands. It is possible to use the results of these new traffic counts and the results of previous traffic studies to suggest how traffic conditions may change in the future as the Service Center continues to grow.

As suggested in Table 4, a small expansion is contemplated in the Community Services area, and another 170 to 160 peak hour trips are forecasts for this area based on the effective trip generation rate calculated for the driveways on the north side of Hackett Road.

Similarly, trip generation rates were also calculated for the expansion of uses contemplated south of Hackett Road. As shown, the expansion of Sheriff's operations, coroner, etc., as well as anticipated new jail beds would generate 177 to 133 new peak hour trips. Another 56 peak hour trips would accompany the Day Reporting Center.

Altogether, at "build out" the new uses with current access to Hackett Road would generate another 565 a.m. and 460 p.m. peak hour trips. This represents increases of 92% and 80% over existing peak hour trip generation in these areas.

**TABLE 4
HACKETT ROAD TRIP GENERATION INCREASE**

Uses Accessing Hackett Road	Direction	Quantity	Peak Hour Traffic Volume (Vehicles per hour)						
			AM Peak Hour			PM Peak Hour			
			In	Out	Total	In	Out	Total	
Community Services	North	252 ksf	560	53	613	107	467	574	
Effective Rate			2.22	0.21	2.43	0.42	1.86	2.28	
Community Services Expansion		70 ksf	155	15	170	29	130	160	
Sheriff Operations (38 ksf) / Jail Operations (726 beds)	South	38.2 ksf+726 beds	75	45	120	30	51	81	
Effective Rate		Per bed and	0.05	0.03	0.08	0.02	0.04	0.06	
		Per ksf	1.00	0.60	1.60	0.40	0.70	1.10	
Sheriff Ops Expansion		59.8 ksf							
Coroner Facility		24 ksf							
Hi Tech Crimes		17.4 ksf							
Total Enforcement Expansion		101.2 ksf	101	61	162	40	71	111	
Jail Project 1 Plus SB 1022		840 beds							
Long Term		1,374 beds							
Total Jail Expansion		2,214 beds	111	66	177	44	89	133	
Day Reporting Center		per visitor	0.17	0.11	0.28	0.11	0.17	0.28	
Total Day Reporting Center		200 visitors	34	22	56	22	34	56	
Subtotal South Area Increase			246	149	395	106	194	300	
TOTAL HACKETT ROAD USES				401	164	565	135	324	460
Percentage Increase						92%			80%

This additional peak hour traffic will exacerbate the problems that already occur at intersections on Hackett Road. The most pressing issues would be at the first south side street that today provides access to the Sheriff's operations. Making left turns here will be a problem. Conversely, access to Hackett Road at a location east of the Community Services driveways will be relatively delay free.

Based on our initial understanding of the needs of the users at the site, we suggest the following strategies shown in Table 5 be considered.

TABLE 5 INITIAL CIRCULATION RECOMMENDATIONS		
Item	Description	Discussion
1	Connect Sheriff's Operation Center to Cornucopia Way	Provides a quicker route to Crows Landing Road during peak periods
2	Signalize Crows Landing Road / Cornucopia Way	Eventually needed for left turn access. Identified in West Landing SP EIR
3	Open north side driveway to Crows Landing Road for employee parking egress	Reduces p.m. peak hour traffic on Hackett Road
4	Widen Hackett Road at approach to Crows Landing Road to add 2 nd right turn lane	Identified in West Landing SP EIR
5	Relocated Sheriff Operations Center Road to the east (750 feet from Crows Landing Road) and install traffic signal plus pedestrian crossing	Eventually needed to promote pedestrian circulation

Appendix 3

Associated Engineering. Response to Request for Information:

Information sourced from Associated Engineering and Projects 1 and 3 narrative.

The Hastings Lateral

The Hastings Lateral is the only "Public" T.I.D. Irrigation line crossing the site. The Hastings lateral is a 42" line on the North side of Hackett Road to 370' east of the East Right-of-Way of Crow Landing Road. The Hastings Lateral at that point turns south and crosses the SC PSC site to a point 837' south of the South Right-of-Way of Hackett Road, where it turns to the West and crosses Crows Landing Road. This irrigation line can be relocated, if required, but at a substantial cost estimated at approx. \$175 a foot and would require T.I.D. approvals. The remaining irrigation lines on the county site are private irrigation lines and they can be removed, relocated or preserved in place as desired by the county.

With regards to the remaining utility services at the site, the following are excerpts from the project narratives for the Jail Projects currently in design at this time, and will help in understanding the current site:

General

This campus has been planned for expansion for several years. As such, site utilities have been installed on the site with consideration of extensions to serve the remainder of the site with future construction and building projects.

Storm Drainage:

The existing site is served by multiple shallow retention basins with multiple inlets, which minimized the necessity of underground storm drain lines with the previous projects on the site. The existing site has relatively clean sands that are suitable for these retention (percolation) basins. New storm drainage facilities will be designed and installed to meet the requirements of the City of Ceres Department of Public Works Standards and Specifications as well as the Stanislaus County Storm Drainage Design Manual, as noted within the City of Ceres "West Landing Specific Plan," to include the following minimum design requirements:

1) Catch basins and pipe lines shall be designed to convey a 10-year frequency, 24-hour storm event, or greater. Pipe line flows will be designed to a minimum self-cleansing velocity of 2 feet per second to minimize maintenance requirements.

2) Retention basins shall have the capacity to hold the total runoff of a 50-year frequency, 24-hour storm. Capacity will be calculated utilizing a minimum of 6" inches of freeboard.

3) The retention basins shall be capable of disposing (percolating) the volume of a 10-year frequency, 24-hour storm within 48 hours. The percolation rates will be based on the results of the geotechnical testing at the actual retention basin locations.

Water System

Water service is provided to the county site by the existing City of Ceres water distribution system. The County's PSC site South of Hackett Road has an existing pipe line grid system in place with three 10 inch and two 8 inch connections to the city system. The connections exist in Hackett Road (3) and in Service Road (2). The existing grid system will adequately serve the current and future projects on the site. This city pressure grid system will be utilized for the connections of the fire hydrants that will be required with the current jail expansion project. The development of the proposed jail expansion project will require fire flow tests to be provided by the owner to verify the water pressures and flow characteristics to satisfy state and local fire department requirements.

Sanitary Sewer

The sanitary sewer service for the jail and sheriff's area is provided by the City of Modesto via existing site sewer lines that connect to the Hackett Road sewer main which connects to a pump station on the North side of Hackett Road. The pump station discharges through a forced sewer main, West on Hackett Road and then North on Crows Landing Road to connect to downstream City of Modesto sewer system.

There is also a 12 inch sanitary sewer main line stubbed from Hackett Road through the East Access Way that currently terminates south of the Kitchen / Laundry facility. The 12 inch sanitary sewer main line will need to be extended south of the jail expansion project site so that it will be available to serve the county property to the South with future projects.

Appendix 3

Associated Engineering. Response to Request for Information:

The Southerly portion of the SC PSC site known as the Ag Center is connected to the City of Ceres sewer system via a gravity sewer line in Service Road. The existing Social Services Building North of Hackett Road, along with the Fleet Maintenance Building are connected to the City of Ceres sanitary sewer via forced sewer lines to a connection point in Hackett Road at the Tidewater Southern Railroad Tracks on the East side of the county property.

The site has very few constraints with regards to these utilities and with proper planning and engineering design, the utilities will adequately serve the project site. The system does have an annual maintenance cost to the county for the pump station and future upgrades to the pump station may be required with the ultimate build-out.

Storm Water accommodations: The storm drainage is anticipated to be handled in multiple shallow percolation basins with each project. The required areas for basins designed to approx. 3' of water depth with 4:1 side slopes would be approx. 5,600 Sq. Ft. for each developed Acre of land. The basins can be designed as a part of the landscaped areas within each project if desired, which would most likely require additional area to lessen the design water depths.

As an alternate to using basins, the individual projects could be designed using horizontal drains with subsurface and surface storage within the future paved parking lots and/or landscaped areas. While these horizontal drains do have increased costs, they do allow a more efficient use of the project site by eliminating the need for basin areas.

Regional basins to serve multiple areas could also be utilized. Regional basins would be designed with 10' water depth and would be required to be fenced. The advantage to regional basins is that they can conserve some project area by having a smaller footprint for the areas served. The disadvantages are the extra costs for fencing and the costs of storm drain pipelines that become larger with the larger areas served.

Any or all of these design alternates or combinations thereof can be utilized on the SC PSC site and the actual design selections can be made at the time of development based on budget constraints, land availability or any other relevant conditions at the individual project sites.

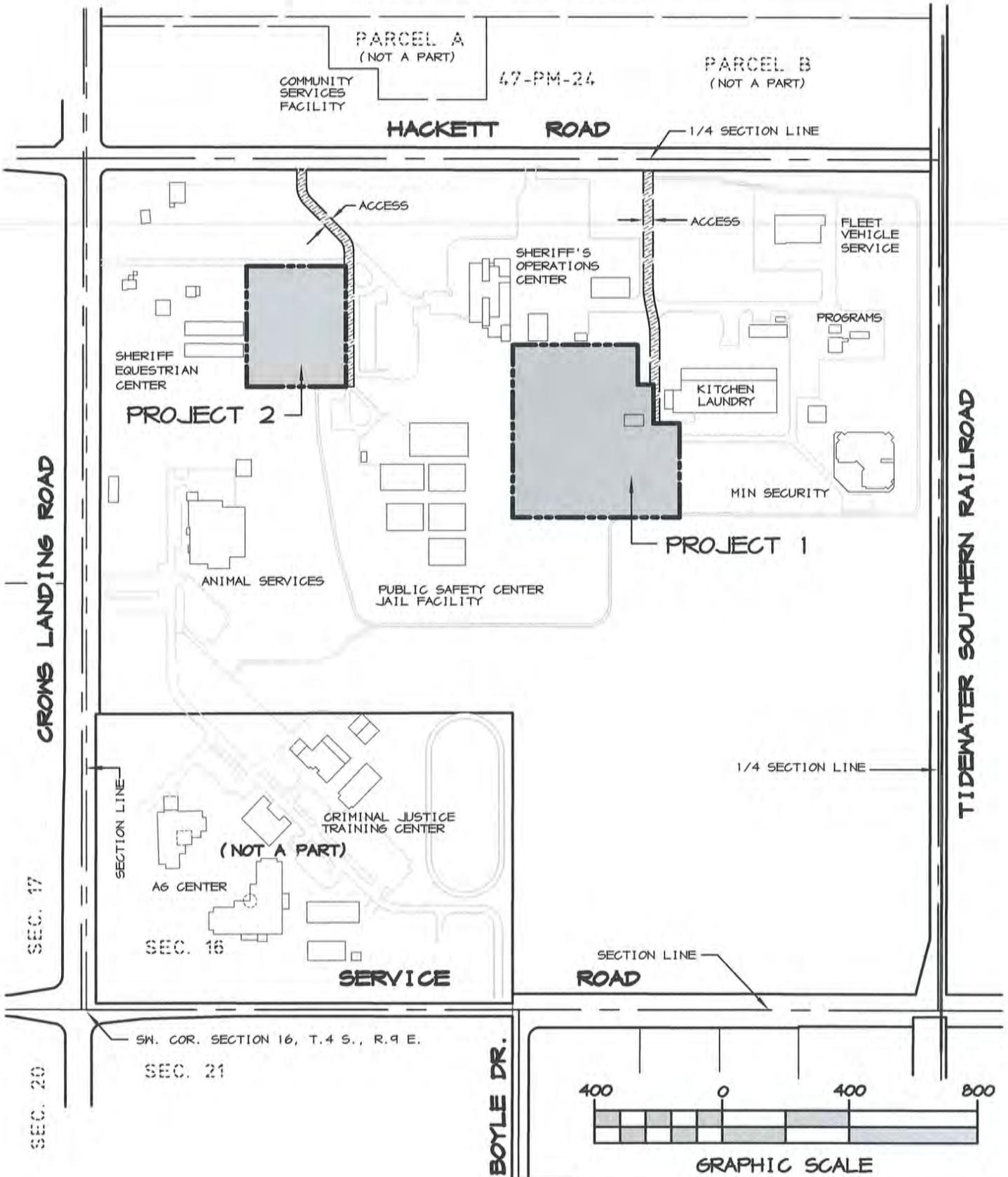
Roads. It is our understanding that the minor existing curb cuts on Crows Landing Road will not be included in the ultimate development of the site for vehicular access. They may be utilized for emergency vehicular access by means of a gate and Knox Box lock.

The existing driveway north of the Social Services building possibly could be a "Right-in/Right-out" type access. We would refer this suggestion to the Traffic Engineer.

Attachment 5

Project 1 and 2
Carve Outs

MAP OF VICINITY
STANISLAUS COUNTY
PUBLIC SAFETY CENTER



Attachment 6

Budget Journal

Database
Balance Type
Data Access Set

FMSDBPRD.CO.STANISLAUS.CA.US.PROD
Budget
County of Stanislaus

DO NOT CHANGE
DO NOT CHANGE
DO NOT CHANGE

Ledger
Budget
Category
Source
Currency

* List - Text County of Stanislaus
List - Text LEGAL BUDGET
* List - Text Budget - Upload
* List - Text CEO JDK
* List - Text USD

DO NOT CHANGE
DO NOT CHANGE
DO NOT CHANGE

Period
Batch Name

List - Text AUG-12
Text

DO NOT CHANGE
ENTER AS MMM-YY (ALL CAPS FOR MMM) EX: NOV-11

Journal Name
Journal Description
Journal Reference
Organization
Chart Of Accounts

Text
Text Budget increase for AB900 Jails Exp
Text 08.27.13 BO #
List - Text Stanislaus Budget Org
Accounting Flexfield

DO NOT CHANGE
DO NOT CHANGE

Upl	Fund (4 char)	Org (7 char)	Account (5 char)	GL Project (7 char)	Location (6 char)	Misc (6 char)	Other (5 char)	Debit inc: appropriations dec: est revenue * Number	Credit dec: appropriations inc: est revenue * Number	Line-Description Text
										* List - Text
		2027	0061124	50000	0000000	000000	000000		1776200	Salaries & Wages
		2027	0061124	50120	0000000	000000	000000		217714	Pers Serv Contr
		2027	0061124	62400	0000000	000000	000000			2316 Misc Exp
		2027	0061124	62470	0000000	000000	000000		3169	Program Eval
		2027	0061124	62600	0000000	000000	000000			23093 Office Supplies
		2027	0061124	62630	0000000	000000	000000		32719	Outside Printing
		2027	0061124	62730	0000000	000000	000000		8002	Postage
		2027	0061124	63000	0000000	000000	000000		26000	Prof & Spec Serv
		2027	0061124	63110	0000000	000000	000000		39000	Outside Auditing
		2027	0061124	63120	0000000	000000	000000		212000	Programming
		2027	0061124	63280	0000000	000000	000000			10000 Contracts
		2027	0061124	63400	0000000	000000	000000		40000	Engineering Serv
		2027	0061124	63430	0000000	000000	000000		50000	Design Consultants
		2027	0061124	63640	0000000	000000	000000		1243	Legal Fees
		2027	0061124	64100	0000000	000000	000000			18060 Envir Consulting
		2027	0061124	64150	0000000	000000	000000		1255060	Code Req Testing
		2027	0061124	64210	0000000	000000	000000		1033000	Inspection Serv
		2027	0061124	64600	0000000	000000	000000		2606338	Constr Mgmt Serv
		2027	0061124	64631	0000000	000000	000000		743	Geotechnical Serv
		2027	0061124	65000	0000000	000000	000000		21000	Publ & Legal Notice
		2027	0061124	66020	0000000	000000	000000		1485	EIR expenses
		2027	0061124	66210	0000000	000000	000000		57000	Licenses & Fees
		2027	0061124	67200	0000000	000000	000000		17715	Utilities
		2027	0061124	67230	0000000	000000	000000		40893	Utility-connections
		2027	0061124	73510	0000000	000000	000000			10 Govt Fund-Gr Jury
		2027	0061124	73511	0000000	000000	000000		4135	Govt Fund-Aud
		2027	0061124	73512	0000000	000000	000000		7696	Govt Fund-Purch
		2027	0061124	73514	0000000	000000	000000		50	Govt fund-RM
		2027	0061124	73516	0000000	000000	000000		35424	Govt Fund-BM
		2027	0061124	73580	0000000	000000	000000		800000	Govt Fund-PW eng
		2027	0061124	74050	0000000	000000	000000		42	Auto liability
		2027	0061124	74060	0000000	000000	000000		50	Self ins gen liability
		2027	0061124	74100	0000000	000000	000000		1291	Mail room meter
		2027	0061124	74110	0000000	000000	000000		1291	Mail room serv
		2027	0061124	74120	0000000	000000	000000			25 Messenger serv
		2027	0061124	74123	0000000	000000	000000			125 Salvage disposal
		2027	0061124	74130	0000000	000000	000000		1032	Data proc serv
		2027	0061124	74190	0000000	000000	000000		2065	Pickup & delivery
		2027	0061124	74302	0000000	000000	000000		50	Fund 13 - Purch
		2027	0061124	74306	0000000	000000	000000			6000 Fund 13 - BM
		2027	0061124	74370	0000000	000000	000000		3399	Stores-Office supp
		2027	0061124	80310	0000000	000000	000000		69200253	Construction
		2027	0061124	80315	0000000	000000	000000			40000 Surveys
		2027	0061124	80570	0000000	000000	000000		5536021	CO Contingency
		2027	0061124	81000	0000000	000000	000000		513726	FFE
		2027	0061124	25000	0000000	000000	000000			80000000 State AB 900
		2027	0061124	46600	0000000	000000	000000			3446177 Transfer In
		179C	0016156	85850	0000000	000000	000000		3446177	Tobacco Fund

Totals: 86991983 83545806

Tip: This is not the end of the Template. Unprotect the sheet and insert as many rows as needed.

Explanation: Adjust budget for remainder of Jails Expansion Project funded with State reim and Tobacco Settlement funds

Requesting Department		Data Entry		Auditors Office Only	
Jim Kwartz		Keyed by		Prepared By	
Prepared by 08.22.2013		Date		Date	
Date		Date		Date	

CEO: *[Signature]*
Supervisor's Approval: *[Signature]* 8/23/13