

PUBLIC UTILITIES COMMISSION

505 VAN NESS AVENUE
SAN FRANCISCO, CA 94102-3298



March 25, 2013

Ms. Cristina Holstine
Pacific Gas and Electric Company
Land Planner, Technical and Land Services
245 Market Street, Rm. 1054A
San Francisco, CA 94105-1702

Subject: Crazy Horse Switching Station – Approval of Minor Project Modifications #6 and #7

Dear Ms. Holstine:

The California Public Utilities Commission (CPUC) has reviewed Pacific Gas & Electric Company's (PG&E's) request for Minor Project Modifications (MPMs) #6 and #7 notification submitted on February 13, 2013, for the approved Crazy Horse Switching Station Project (project) (Appendix A). These minor modifications are consistent with the approved Final Initial Study/Mitigated Negative Declaration (IS/MND) and would not result in new significant impacts, or significantly greater impacts, than those addressed in the Final IS/MND for the project.

MPM #6

Proposed Action

PG&E would like to use a nearby fire hydrant as an alternative source of water for dust control and landscaping. The water would be drawn from a fire hydrant on San Juan Grade Road approximately 600 feet west of Crazy Horse Canyon Road (0.5 mile from the project site), rather than trucking water from PG&E yards in Moss Landing or Salinas (a minimum of 5 and 10 miles away). Permission to use this water (a permit from the City of Salinas) would be obtained by the contractors performing dust control and landscape irrigation at the site. Drawing water from this fire hydrant would greatly reduce the distance traveled by water trucks to and from the site.

Analysis

The Final IS/MND project description does not specify the source of water; however, several sections of the analysis rely on an assumption that the water would be sourced from existing entitlements at PG&E service yards. No new or additional environmental impacts would occur from this MPM. The amount of water and the application of the water would be the same as that identified in the Final IS/MND. This modification would have lesser traffic impacts, air quality impacts, and noise impacts, because water would be sourced and delivered to the project site from a shorter distance. Impacts to all other environmental resources would be the same as identified in the Final IS/MND. The water would come from an existing entitlement, similar to water from

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PG&E yards, and would not impact water resources or groundwater. A permit would be required from the City of Salinas to ensure that use of this water would not impede fire services by the City.

Conclusion

CPUC staff finds the changes proposed in PG&E's request for MPM #6 are not substantial; would not result in new, or significantly greater, impacts to the environment; and do not present new substantial information that would change the findings presented in the Final IS/MND. The MPM are consistent with the Final IS/MND and no additional CEQA analysis or decisions are required.

MPM #7

Proposed Action

MPM #7 includes the addition of a stormwater detention basin to the project. The stormwater detention basin would be constructed within the switching station pad and would have a capacity of 50,000 cubic yards. The stormwater detention basin would reduce post-project stormwater runoff to Gabilan Creek. The stormwater detention basin would be located within the fenced enclosure of the switching station and incorporated into the construction of the switching station pad. Approximately 860 cubic yards of concrete would be required for construction of the pond. Approximately 25 trucks of concrete would visit the site per day for a total of approximately 95 truckloads of concrete to be brought to the site. Runoff from the pad and the slope above would be detained in the pond and then discharged at a controlled rate via a 30-inch pipe with an outlet (spillway) at the bottom of the slope. The pipe would discharge to an upland area before draining into the seasonal wetland downslope from the switching station. Runoff from the slope below the pad would be collected in ditches associated with the benched slope and discharged into one of two spillways at the bottom of the slope. These ditches and spillways were included in the Final IS/MND.

Review

The MPM was reviewed to determine whether it would result in a new significant environmental effect or would substantially increase the severity of a previously identified significant environmental effect. The MPM is consistent with the analysis presented in the Final IS/MND and additional CEQA review is not required.

Aesthetics

No additional impact. The stormwater detention basin would not change the location or dimensions of the switching station facility. The detention basin would be constructed below grade and would not be visible from off-site areas. The addition of the stormwater detention basin would not result in new or more severe aesthetic impacts from those analyzed in the Final IS/MND.

Agriculture and Forestry Resources

No Additional Impact. The stormwater detention basin would not result in new or increased impacts to agriculture or forestry resources. The project is located on agricultural lands subject to a Williamson Act contract. The stormwater detention basin would be constructed within the switching station pad and would not result in additional impacts to agricultural lands or forestry resources beyond those considered in the Final IS/MND, as the entire switching station area was addressed.

Air Quality and Greenhouse Gases

Less than Significant Impact. Construction of the stormwater detention basin would require approximately 95 to 100 truckloads to transport concrete to the project. This requirement would result in approximately 25 additional truckloads daily during construction of the basin. The Monterey Bay Unified Air Pollution Control District has established a threshold of 82 lbs/day for emissions of PM₁₀ during construction. There are no other emissions thresholds established for project construction. The additional trucking of concrete would not result in additional ground disturbance beyond that addressed in the Final IS/MND and the additional truck trips would result in a negligible increase in PM₁₀ emission because the trucks would primarily be traveling along paved roads, which would not emit dust. The off-road travel distance for each truck is approximately 500 feet from the entrance to the facility to the switching station pad resulting in a cumulative off-road distance of approximately 5 miles per day. PM₁₀ emissions were estimated to be 62.9 lbs/day during construction and well below the threshold of 82 lbs/day. Construction of the stormwater detention basin would not result in a new significant impact to air quality or greenhouse gases.

Biological Resources

No Additional Impact. The stormwater detention basin would not change impacts to biological resources from those assessed in the Final IS/MND. The stormwater detention basin would be constructed within the approved switching station footprint and would not increase temporary or permanent ground disturbance or require vegetation trimming or removal; therefore there would be no additional impacts to biological resources.

Cultural Resources

No Additional Impact. The location of the proposed stormwater detention basin is within the project study area that was surveyed and reviewed for cultural resources¹ as part of preparation and analysis of the Final IS/MND. No resources were identified at the proposed switching station site. The stormwater detention basin would be constructed within the approved switching station pad and would not result in additional ground disturbance. The stormwater detention basin would not result in new or increased impacts to cultural resources. The project modification would comply with the APMs and MMs for cultural resources identified in the Final IS/MND, including measures for discovery of buried resources or human remains.

¹ TRC, March 2010. Cultural Resources Investigation for the Crazy Horse Switching Station Project, Monterey County, California.

Geology, Soils, and Seismicity

No additional impact. The stormwater detention basin would be constructed within the approved switching station footprint. It would not result in additional soil disturbance and would have no additional impacts on geology, soils, or seismicity.

Hazards and Hazardous Materials

No Additional Impact. The stormwater detention basin would not create new or greater hazards, or require use of additional hazardous materials than those analyzed in the Final IS/MND. Implementation of applicable APMs and MMs would ensure potential impacts from hazards and hazardous materials remain the same as analyzed in the Final IS/MND.

Hydrology and Water Quality

No Additional Impact. The stormwater detention basin would not increase impacts to hydrologic features or water quality. The addition of the stormwater detention basin would moderate stormwater flow collected above and on the switching station facility, and would therefore reduce potential flooding from pre-development conditions. The post-development 100-year flood stormwater runoff rate from the project site would be reduced from 80.3 cubic feet/second (cfs) under existing conditions to 36.9 cfs under post-development conditions with construction of the proposed stormwater detention basin. Water collected in the basin would be released through a pipe to an upland area and would not be a point source discharge to waters of the United States. The addition of the stormwater detention basin would not result in new impacts and would reduce impacts to hydrology.

Land Use and Planning

No Additional Impact. The stormwater detention basin would be constructed within the approved switching station footprint and would not result in new or increased land use or planning impacts.

Mineral Resources

No Additional Impact. Construction of the stormwater detention basin would not result in new or increased impacts to mineral resources.

Noise

Less than Significant Impact. Construction of the stormwater detention basin would require approximately 95 to 100 truckloads of concrete. This requirement would result in approximately 25 additional truckloads of concrete each day during construction of the basin. The Final IS/MND considered the use of approximately 20 trucks each day throughout the period of construction. The total vehicular traffic was estimated to be 80 trips per day. The additional truck trips would result in a 62 percent increase in vehicular traffic for a period of approximately 1 week. Noise emissions from trucks were analyzed in the Final IS/MND. The noise generated by the additional truck traffic would not result in greater noise levels than those analyzed in the Final IS/MND. The nearest sensitive receptor is approximately 500 feet from the entrance to the switching station facility and noise emissions would be expected to attenuate over that distance. Implementation of APMs Noise-1 and Noise-2 would further reduce noise impacts by requiring the use of "quiet"

equipment and limiting construction hours. With implementation of these APMs, construction of the detention basin would not result in significant noise impacts.

Population and Housing

No Additional Impact. Construction of the stormwater detention basin would have no impact on population and housing.

Public Services

No Additional Impact. Construction of the stormwater detention basin would have no impact on public services.

Recreation

No Additional Impact. Construction of the stormwater detention basin would not result in additional impacts to recreation.

Transportation and Traffic

Less than Significant Impact. Construction of the stormwater detention basin would require approximately 95 to 100 truckloads of concrete. This requirement would result in approximately 25 additional truckloads (50 truck trips) of concrete each day during construction of the detention basin. The Final IS/MND estimated the maximum construction traffic to be 80 trips per day (40 for personnel, 30 for aggregate delivery, and 10 miscellaneous deliveries). The additional 50 truck trips each day to deliver concrete for the basin would exceed the maximum number of trips analyzed in the Final IS/MND. There would be approximately 130 vehicle trips per day during construction of the stormwater detention basin assuming that the peak period for construction of the stormwater detention basin overlaps with the peak delivery period of other construction materials. The Final IS/MND had assumed that construction traffic would result in an increase of up to 2.7 percent for San Juan Grade Road, if all traffic was diverted to that access road. The average daily traffic volume on San Juan Grade Road is estimated to be 4,945 vehicles. An additional 130 vehicle trips would result in an increase of 2.6 percent. This would be consistent with the Final IS/MND and would not result in a new significant impact.

Utilities and Service Systems

No Additional Impact. Construction of the stormwater detention basin would have no impact on utilities and service systems.

Conclusion

CPUC staff finds the changes proposed in PG&E's request for MPM #7 are not substantial; would not result in new, or significantly greater, impacts to the environment; and do not present new substantial information that would change the findings presented in the Final IS/MND. The MPM are consistent with the Final IS/MND and no additional CEQA analysis or decisions are required.

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Please contact me or Susanne Heim at Panorama Environmental, Inc., if you have any questions.

Sincerely,

A handwritten signature in black ink, appearing to read 'Andrew Barnsdale', with a long horizontal flourish extending to the right.

Andrew Barnsdale
CPUC Project Manager

cc: Susanne Heim, Panorama Environmental, Inc.
Aaron Lui, Panorama Environmental, Inc.
Janet Liver, TRC
Judi Mosley, PG&E Attorney

Appendix A: Crazy Horse Project Modification Request dated February 13, 2013

Appendix A



**Pacific Gas and
Electric Company™**

Cristina Salguero Holstine
Land Planner
Corporate Real Estate

(415) 973-7406

245 Market Street, Room 1054A
San Francisco, CA 94105

Mailing Address:
Mail Code N10A
P.O. Box 770000
San Francisco, CA 94177

Mr. Andrew Barnsdale
California Public Utilities Commission
Energy Division CEQA Unit
505 Van Ness Avenue
San Francisco, CA 94102

February 13, 2013

Re: Crazy Horse Canyon Switching Station Project – Minor Project Modification #6 and #7

Dear Andrew,

PG&E is proposing minor project modifications to the Crazy Horse Canyon Switching Station Project (Crazy Horse project). The modifications consist of a request to:

- (1) source water for dust control and landscaping from a nearby fire hydrant as an alternative to PG&E yards; and
- (2) include a stormwater basin on the switching station pad to manage the rate of stormwater discharge from the project site.

The proposed project modifications are described in detail on the attached submission, and the revised grading plans will be provided separately.

By way of this letter, PG&E respectfully requests approval of these minor project modifications. Please do not hesitate to contact me at 415-973-7406 should you require more information.

Sincerely,

Cristina Holstine
Land Planner, PG&E

c.c.: Suzanne Heim, Panorama
Janet Liver, TRC

Modification #6: Source of water for dust control and landscaping.

The Final Mitigated Negative Declaration (FMND) states water will be trucked to the site during construction and landscape implementation as no water is available on-site. Furthermore, it states that both potable and recycled water will be used and will be sourced from PG&E yards.

- Page 3.9-11 of the FMND states “Local groundwater would not be used for project construction (i.e., for dust control) or operation (e.g., landscaping). Any required water would be sourced from existing entitlements at PG&E yards in Moss Landing or Salinas.”
- Page 3.17-3 of the FMND states “Water for dust control would be transported in water trucks from nearby off-site sources (PG&E yards at Moss Landing or Salinas that have existing water entitlements).”
- Page 3.17-4 of the FMND states “Construction activities would not increase the demand for public water supplies because sufficient sources of water would be available from off-site potable sources at existing PG&E facilities.”
- Figure 3.1-5 (Conceptual Landscape Plan) indicates “Owner will provide regular truck watering using recycled or other non-potable source for a minimum two-year period while landscape becomes established.”

With regard to the source of water for dust control and landscaping, PG&E would like the option to draw water from a fire hydrant on San Juan Grade Road approximately 600 feet west of Crazy Horse Canyon Road (0.5 mile from the project site), rather than trucking water from PG&E yards in Moss Landing or Salinas (a minimum of 5 and 10 miles away). Permission to use this water (a permit from the City of Salinas) will be obtained by the contractors performing dust control and landscape irrigation at the site. Drawing water from this fire hydrant will greatly reduce the distance traveled by water trucks to and from the site.

Justification:

PG&E requests a minor project modification to allow the flexibility to draw water from a fire hydrant on San Juan Grade Road approximately 0.5 mile from the project site as opposed to PG&E yards in Salinas and Moss Landing which are 5 to 10 miles away. Drawing water from this fire hydrant will greatly reduce the distance traveled by water trucks to and from the site.

RESOURCE EVALUATION

CEQA Guidelines 15162 review: The proposed minor project modification to allow use a fire hydrant closer to the project site than the PG&E yards in Salinas and Moss Landing does not involve substantial changes to the project or project circumstances that will require major revisions to the mitigated negative declaration. It will not result in new significant environmental effects or a substantial increase in the severity of previously identified impacts.

CEQA SECTION	Evaluation
Aesthetics	Potential Impact: Water will be trucked to the site on existing local roads and will use the existing access roads on-site. Therefore, potential impacts are consistent with those evaluated in the MND.
Agriculture and Forestry Resources	No Impact: Use of a fire hydrant on San Juan Grade Road as a water source for trucked water does not affect agriculture and forestry resources. Therefore, potential impacts are consistent with those evaluated in the MND.
Air Quality and Greenhouse Gas Emissions	Potential Impact: Use of a fire hydrant on San Juan Grade Road approximately 0.5 mile from the project site as a water source as an alternative to trucking the water from PG&E yards in Salinas and Moss Landing 5 to 10 miles away will reduce the distance traveled by water trucks. Therefore, potential impacts are consistent with those evaluated in the MND.
Biological Resources	Potential Impact: Use of a fire hydrant on San Juan Grade Road as an alternative to trucking the water from PG&E yards in Salinas and Moss Landing will not result in additional impacts to biological resources. Therefore, potential impacts are consistent with those evaluated in the MND.
Cultural Resources	No Impact: Use of a fire hydrant on San Juan Grade Road as an alternative to trucking the water from PG&E yards in Salinas and Moss Landing will not result in additional impacts to cultural resources. Therefore, potential impacts are consistent with those evaluated in the MND.
Geology, Soils, and Seismicity	No Impact: All approved access roads are within the study area evaluated for the PEA. Therefore, potential impacts are consistent with those evaluated in the MND.
Hazards and Hazardous Materials	No Impact: Trucking water to the site will not create new significant hazards or require new hazardous materials beyond those already considered in the PEA. Environmental protection measures will be implemented as described in the MND. Therefore, potential impacts are consistent with those evaluated in the MND.
Hydrology and Water Quality	No Impact: Use of a fire hydrant on San Juan Grade Road as a water source for trucked water will not affect hydrology and water quality. Therefore, potential impacts are consistent with those evaluated in the MND.
Land Use and Planning	No Impact: Use of a fire hydrant on San Juan Grade Road approximately 0.5 mile from the project site as a water source as an alternative to trucking the water from PG&E yards in Salinas and Moss Landing 5 to 10 miles away will greatly reduce the distance traveled by water trucks. Therefore, potential impacts are consistent with those evaluated in the MND.

Mineral Resources	No Impact: Use of a fire hydrant on San Juan Grade Road as a water source will not affect mineral resources. Therefore, potential impacts are consistent with those evaluated in the MND.
Noise	Potential Impact: Use of a fire hydrant on San Juan Grade Road approximately 0.5 mile from the project site as a water source as an alternative to trucking the water from PG&E yards in Salinas and Moss Landing 5 to 10 miles away will reduce the distance traveled by water trucks. Therefore, potential impacts are consistent with those evaluated in the MND.
Population and Housing	No Impact: Use of a fire hydrant on San Juan Grade Road as a water source will not affect population and housing. Therefore, potential impacts are consistent with those evaluated in the MND.
Public Services	No Impact: Use of a fire hydrant on San Juan Grade Road as a water source will not affect public services. Therefore, potential impacts are consistent with those evaluated in the MND.
Recreation	No Impact: Use of a fire hydrant on San Juan Grade Road as a water source will not affect recreation. Therefore, potential impacts are consistent with those evaluated in the MND.
Transportation and Traffic	Potential Impact: Use of a fire hydrant on San Juan Grade Road approximately 0.5 mile from the project site as a water source as an alternative to trucking the water from PG&E yards in Salinas and Moss Landing 5 to 10 miles away will reduce the distance traveled by water trucks. Therefore, potential impacts are consistent with those evaluated in the MND.
Utilities and Service Systems	No Impact: Use of a fire hydrant on San Juan Grade Road as a water source will be performed in compliance with a permit from the City of Salinas (to be obtained by contractor withdrawing the water) and as such will not affect public services. Therefore, potential impacts are consistent with those evaluated in the MND.

Modification #7: Installation of a stormwater detention basin on the switching station pad

Surface flow from the area where the switching station is being constructed drains in a southerly direction under San Juan Grade Road and into an intermittent drainage channel that is connected to Gabilan Creek. The intermittent drainage channel is along the western boundary of the property owner at 1052 San Juan Grade Road, who has expressed concern that the existing channel will not be able to handle the increase of flow created by stormwater runoff from the switching station facility. The southern portion of his property (and the intermittent drainage channel) is within a FEMA 100-year Flood Plain as depicted in Figure 3.9-1 of the FMND. To provide further assurance that the stormwater runoff can be managed appropriately, PG&E is proposing to install a stormwater detention basin in the switching station pad.

In November 2012, PG&E evaluated the properties of the channel south of San Juan Grade Road and determined it has a flow capacity ranging between 35.7 and 59.5 cubic feet per second (cfs). Currently, the 86-acre watershed that drains into this channel has a pre-project water runoff peak flow at the culvert at San Juan Grade Road of 36.9 cfs for a 10-year storm, and 80.3 cfs for a 100-year storm (i.e., the channel is already prone to flooding). Post-project runoff is calculated at 41.9 cfs and 84.5 cfs for a 10- and 100-year storm, respectively.

Cleaning out the drainage channel on the south side of San Juan Grade Road could address current capacity deficiencies of the channel but would require a substantial permitting effort and maintenance of the channel would not be assured. Therefore, PG&E is proposing to manage the rate of stormwater runoff by including a stormwater detention basin in the design of the switching station pad. The Monterey County Water Resources Agency Drainage Plan Guidelines require the rate of discharge from a detention facility from a 100-year storm be limited to the 10-year pre-development rate. As indicated above, the 100-year post-project runoff is projected to be 84.5 cfs and the 10-year pre-development rate is 36.9 cfs. Therefore, a detention pond must have a capacity of 50,000 cubic feet.

The stormwater detention pond will be located within the fenced enclosure of the switching station and incorporated into the construction of the switching station pad (see Attachment 1). Approximately 860 cubic yards of concrete will be required for construction of the pond. Approximately 25 trucks of concrete will visit the site per day for a total of approximately 95 truckloads of concrete to be brought to the site. Runoff from the pad and the slope above will be detained in the pond and then discharged at a controlled rate via a 30-inch pipe with an outlet (spillway) at the bottom of the slope. Runoff from the slope below the pad will be collected in ditches associated with the benched slope and discharged into one of two spillways at the bottom of the slope.

Justification:

The existing intermittent drainage channel on the downstream side of San Juan Grade Road currently does not have the capacity to contain runoff from a 10-year storm. It will be even more prone to flooding following construction of the switching station unless the channel is cleaned out or the rate of runoff from the switching station site is reduced. Incorporating a stormwater detention pond into the switching station pad will limit the post-development rate of runoff from a 100-year storm to below a 10-year pre-development rate of runoff.

RESOURCE EVALUATION

CEQA Guidelines 15162 review: The proposed minor project modification does not involve substantial changes to the project or project circumstances that will require major revisions to the mitigated negative declaration. It will not result in new significant environmental effects or a substantial increase in the severity of previously identified impacts.

CEQA SECTION	Evaluation
Aesthetics	<p>Potential Impact: The stormwater detention basin will be constructed within the fenced area of the switching station yard, the outlet pipe will be below grade on the benched slope, and the water will be discharged through a concrete energy dissipater at the same location as the southernmost spillway for the drains. During construction, trucks will be seen on existing local roads but will be temporary and of short duration; the bottom will be poured, and then about one week later the walls will be poured. With incorporation of the Applicant Proposed Measures and mitigation measures in the approved MND, impacts to visual resources resulting from the project will remain less than significant.</p>
Agriculture and Forestry Resources	<p>No Impact: The proposed stormwater pond will be constructed within the existing footprint of the project. Therefore, potential impacts are consistent with those evaluated in the MND.</p>
Air Quality and Greenhouse Gas Emissions	<p>Potential Impact: The FMND states that the total construction emissions of PM₁₀ are not anticipated to exceed 63 lb/day, which is less than the threshold of significance of 82 lb/day. The addition of approximately 95 to 100 truckloads of concrete being brought to the site to construct the pond will not result in the threshold of significance for emissions being exceeded based on 25 trucks a day traveling round-trip to a quarry located no more than 84 miles from the project site. (The quarry to be used will be decided by the grading contractor; the closest quarry is 1.6 miles from the project site). The project will not cause any objectionable odors, expose sensitive receptors to increased pollutant concentrations, or otherwise significantly affect air quality, and trucking concrete to the site will likewise not result in such impacts. Environmental protection measures will be implemented as described in the MND. Therefore, potential impacts are consistent with those evaluated in the MND, and the trucking of concrete to the site to construct the stormwater detention pond will not create significant additional impacts to air quality and greenhouse gas emissions.</p>
Biological Resources	<p>Potential Impact: The proposed stormwater pond will be constructed within the existing footprint of the project. Therefore, potential biological impacts are consistent with those evaluated in the MND.</p>
Cultural Resources	<p>No Impact: The proposed stormwater pond will be constructed within the existing footprint of the project. Therefore, potential impacts are consistent with those evaluated in the MND.</p>
Geology, Soils, and Seismicity	<p>No Impact: The proposed stormwater pond will be constructed within the existing footprint of the project. Therefore, potential impacts are consistent with those evaluated in the MND.</p>

Hazards and Hazardous Materials	No Impact: Installation of the stormwater detention pond will not create new significant hazards or require new hazardous materials beyond those already considered in the PEA. Environmental protection measures will be implemented as described in the MND. Therefore, potential impacts are consistent with those evaluated in the MND.
Hydrology and Water Quality	No Impact: The proposed stormwater pond will be constructed within the existing footprint of the project. Therefore, potential impacts are consistent with those evaluated in the MND.
Land Use and Planning	No Impact: The proposed stormwater pond will be constructed within the existing footprint of the project. Therefore, potential impacts are consistent with those evaluated in the MND.
Mineral Resources	No Impact: The proposed stormwater pond will be constructed within the existing footprint of the project. Therefore, potential impacts are consistent with those evaluated in the MND.
Noise	Potential Impact: The current use of the project site is active pasture land approximately 1,200 feet from the nearest sensitive noise receptor. The stormwater detention pond is within the study area evaluated for the PEA. Trucking concrete to the site will result in an increase in noise on San Juan Grade Road; however, it will be temporary and of short duration. Applicant-proposed noise-reduction measures described in Section 12.5 of the PEA will further reduce already less-than-significant impacts. Therefore, potential impacts will remain less than significant.
Population and Housing	No Impact: The stormwater detention pond will be on grazing land that has been approved for project use. Therefore, potential impacts are consistent with those evaluated in the MND.
Public Services	No Impact: The stormwater detention pond will be on grazing land that has been approved for project use. Therefore, potential impacts are consistent with those evaluated in the MND.
Recreation	No Impact: The stormwater detention pond will be on grazing land that has been approved for project use. Therefore, potential impacts are consistent with those evaluated in the MND.
Transportation and Traffic	Potential Impact: Concrete will need to be trucked to the site for construction of the pond, requiring approximately 25 truck trips per day for four days. This increase in traffic is temporary and less than significant. Therefore, potential impacts are consistent with those evaluated in the MND.
Utilities and Service Systems	No Impact: The stormwater detention pond will not result in any impacts to existing utilities or service systems.