

Draft Environmental Impact Report

Level II Infill Correctional Facilities Project

Volume 1

CALIFORNIA DEPARTMENT OF CORRECTIONS AND REHABILITATION

STATE CLEARINGHOUSE NUMBER 2012122038

June 2013



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Prepared for:

California Department of Corrections and Rehabilitation
Facility Planning, Construction and Management
Project Management Branch
9838 Old Placerville Road, Suite B
Sacramento, California 95827

Contact:

Bob Sleppy
Project Management Branch
916.255.1141

Prepared by:

Ascent Environmental, Inc.
455 Capitol Mall, Suite 300
Sacramento, California 95814

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PREFACE

This document, in its entirety (Volumes 1 through 5), constitutes the Draft Environmental Impact Report (DEIR) for the Level II Infill Correctional Facilities Project, which would add a total of 2,376 low-security inmate beds to the State of California’s prison system. The proposed project is authorized by Senate Bill (SB) 1022, Statutes of 2012. SB 1022 directs the California Department of Corrections and Rehabilitation (CDCR) to locate these facilities on available land within seven intermediate-care-level prisons. Within the properties associated with these seven prisons, there are five potential development sites that can accommodate a 792-bed facility or, in some cases, a 1,584-bed facility. In compliance with the provisions of SB 1022, CDCR has proposed construction of a 792-bed facility adjacent to Richard J. Donovan Correctional Facility (RJD) in southern San Diego County and a 1,584-bed facility adjacent to Mule Creek State Prison (MCSP) in Lone, California based on initial evaluations of available land and potential constraints associated with the five potential development sites. This DEIR also analyzes the potential construction of the SB 1022 level II beds at the other three alternative sites including the California Institution for Men (CIM) in Chino, California; a site situated between California State Prison, Solano (SOL) and the California Medical Facility (CMF) in Vacaville, California; and a site situated between Folsom State Prison (FSP) and California State Prison, Sacramento (SAC) in Folsom, California.

Within this document, the 794-bed facility is referred to as a single, level II infill correctional facility. The 1,594-bed facility, which was previously designated as a double, level II infill correctional facility in the Notice of Preparation issued for this project, has been redesignated as a level II infill correctional facility complex by CDCR.

In addition to the proposed construction of new level II beds at existing CDCR prisons, Section 16 of SB 1022 directs CDCR to cease operations of the California Rehabilitation Center in Norco (CRC) no later than December 31, 2016 or six months after construction of the new level II beds. No modifications to any of the structures within the grounds of CRC are authorized by this legislation.

The California Environmental Quality Act (CEQA) requires public agencies to consider the potentially significant adverse environmental impacts of discretionary projects under their purview prior to approval. CEQA was enacted in 1970 by the California State Legislature to disclose to decision makers and the public the significant environmental effects of proposed projects and ways to avoid or reduce those effects through implementation of feasible alternatives or mitigation measures. CEQA applies to all California government agencies, including local agencies; regional agencies; and state agencies, boards, commissions, and special districts. As such, CDCR is required to conduct an environmental review to analyze the potential environmental effects associated with the proposed project. CDCR is the lead agency for the preparation of this DEIR in accordance with CEQA.

The Level II Infill Correctional Facilities Project DEIR is composed of five volumes:

Volume 1 **Project Overview and Summary**—This volume describes the overall components of the Level II Infill Correctional Facilities Project and summarizes the impacts for each proposed level II infill site. This volume evaluates the potential cumulative impacts associated with development of the overall Level II Infill Correctional Facilities Project and any potential physical environmental impacts associated with the closure of CRC.

Volumes 2 through 5 **Site-Specific Level II Infill Correctional Facility Project Impact Evaluations**—Volumes 2 through 5 evaluate the potential impacts associated with development of a level II infill correctional facility at each of the following existing CDCR facilities:

- ▲ RJD Infill Site—South San Diego County, 480 Alta Road (Volume 2), San Diego County, California
- ▲ MCSP Infill Site—4001 State Route 104, Lone, Amador County California (Volume 3)
- ▲ FSP/SAC Infill Site—300 Prison Road, Represa, Folsom, Sacramento County, California (Volume 4) (Note: Potential infill site is situated between FSP and SAC)
- ▲ CMF/SOL Infill Site—SOL is at 2100 Peabody Road, Vacaville; CMF is at 1600 California Drive, Vacaville, Solano County, California (Volume 5) (Note: Potential infill site is situated between CMF and SOL)

Each volume describes the environmental setting or “baseline” at each of the proposed and alternative CDCR facilities under consideration; analyzes the potential impacts from construction and operation of the project at each infill site; identifies mitigation measures that could avoid or reduce the magnitude of significant impacts; evaluates cumulative impacts that would be caused by development of each facility in combination with related projects at each location; analyzes growth-inducing impacts; and evaluates feasible alternatives to the proposed project sites at the specific location that could eliminate, reduce, or avoid significant project-related impacts.

Four of the five sites identified in SB 1022 have been evaluated at an equal, project-level analysis in this DEIR. The fifth site associated with CIM has been evaluated as an alternative within this DEIR (refer to Chapter 5, “Alternatives” of Volume 1), but not at an equal-level as the proposed project. In initiating evaluation of CIM, the level of engineering studies that would be required to accurately assess, potential , modifications to the existing water treatment system (including adequacy of supply, storage and distribution) and the wastewater treatment system to design and construct a level II infill correctional facility would require a longer schedule than can feasibly be accommodated, based on target dates established in SB 1022. If CDCR were to select CIM for development with a level II infill correctional facility, additional analysis of potential environmental impacts would be required.

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ACRONYMS AND ABBREVIATIONS

BMS	Building Maintenance Satellite
Board	CDCR, Population Reports. State Public Works Board
CAL FIRE	California Department of Forestry and Fire Protection
CDCR	California Department of Corrections and Rehabilitation
CEQA	California Environmental Quality Act
CIM	California Institution for Men
CMF	California Medical Facility
CRC	California Rehabilitation Center
DEIR	draft environmental impact report
FFSS	Facility Food Service Satellite
FSP	Folsom State Prison
gsf	gross square feet
LEED	Leadership in Energy and Environmental Design
MCSP	Mule Creek State Prison
MMRP	mitigation monitoring and reporting program
NPDES	National Pollutant Discharge Elimination System
PIA	Prison Industry Authority
proposed project	<i>Level II Infill Correctional Facilities Project</i>
RJD	R. J. Donovan
RWQCB	Regional Water Quality Control Board
SAC	California State Prison, Sacramento
SG	Volatile and Hazardous Waste Storage
SOL	California State Prison, Solano
SWRCB	State Water Resources Control Board
VOC	Vocational Education Building
WDRs	waste discharge requirements
WZFSS	Work Zone Food Service Satellite

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1 EXECUTIVE SUMMARY

This Executive Summary section is provided in accordance with the California Environmental Quality Act (CEQA) Guidelines. As stated in CEQA Guidelines Section 15123(a), “[a]n EIR shall contain a brief summary of the proposed actions and its consequences. The language of the summary should be as clear and simple as reasonably practical.” State CEQA Guidelines Section 15123(b) states, “[t]he summary shall identify: (1) each significant effect with proposed mitigation measures and alternatives that would reduce or avoid that effect; (2) areas of controversy known to the Lead Agency, including issues raised by agencies and the public; and (3) issues to be resolved including the choice among alternatives and whether or how to mitigate the significant effects.” Accordingly, this summary includes a brief synopsis of the proposed project and project alternatives (including potential site locations), environmental impacts and mitigation, areas of known controversy, and issues to be resolved during environmental review. Table 1-1 (presented at a later point in this section) presents the summary of potential environmental impacts and their level of significance with or without mitigation measures. Section 1.3 provides a summary of each significant impact identified for each infill facility site and a summary of mitigation measures recommended to avoid or substantially reduce those impacts.

1.1 SUMMARY DESCRIPTION OF THE PROPOSED PROJECT

The proposed project involves the construction and operation of new level II infill correctional facilities (up to 2,376 low-security inmate beds) as part of the State of California’s prison system.¹ The proposed project is authorized by Senate Bill (SB) 1022, Statutes of 2012. SB 1022 directs the California Department of Corrections and Rehabilitation (CDCR) to locate these facilities on available land within seven intermediate-care-level prisons. Within the properties associated with these seven prisons, there are five potential development sites that can accommodate a 792-bed facility or, in some cases, a 1,584-bed facility. In compliance with the provisions of SB 1022, CDCR has proposed construction of a 792-bed facility within the grounds of Richard J. Donovan Correctional Facility (RJD) in southern San Diego County and a 1,584-bed facility within the grounds of Mule Creek State Prison (MCSP) in Lone, California. This DEIR also analyzes the potential construction of the SB 1022 level II beds at three alternative sites including the California Institution for Men (CIM) in Chino, California; a site situated between California State Prison, Solano (SOL) and the California Medical Facility (CMF) in Vacaville, California; and a site situated between Folsom State Prison (FSP) and California State Prison, Sacramento (SAC) in Folsom, California. The physical address locations for each of these sites are:

- ▲ RJD Infill Site—South San Diego County, 480 Alta Road (Volume 2), San Diego County, California
- ▲ MCSP Infill Site—4001 State Route 104, Lone, Amador County California (Volume 3)
- ▲ FSP/SAC Infill Site—300 Prison Road, Represa, Folsom, Sacramento County, California (Volume 4) (Note: Potential infill site is situated between FSP and SAC)
- ▲ CMF/SOL Infill Site—SOL is at 2100 Peabody Road, Vacaville; CMF is at 1600 California Drive, Vacaville, Solano County, California (Volume 5) (Note: Potential infill site is situated between CMF and SOL)
- ▲ CIM Infill Site—14901 Central Avenue, Chino, San Bernardino County, California

Four of the five sites have been evaluated at an equal, project-level analysis in this DEIR; site-specific project description information is contained in Chapter 2 of the EIR volume for each infill site (e.g.,

¹ Level II is one of four classifications (I [minimum], II [low], III [medium], and IV [high]) of inmate type identified by CDCR as part of its ongoing realignment of the state prison system. Based on this classification system, a level II facility is the second lowest classification but does include standard CDCR perimeter fencing with a lethal electrified fence component and perimeter guard towers. The inmates of a level II facility, in contrast to a Level III or Level IV facility that have celled housing units, are housed in a secure dormitory structure.

Volumes 2 through 5). The fifth site associated with CIM has been evaluated as an alternative within this DEIR, but not at an equal-level as the proposed project because additional study was needed to address the adequacy of the infrastructure capacity at this site. The project schedule, which is driven by target dates established in SB 1022, includes activation of the proposed level II infill correctional facilities by December 31, 2016, which limits the ability of CDCR to conduct the necessary infrastructure studies while still meeting this statutory requirement. If CDCR were to fully consider the CIM site for development of a new level II infill correctional facility subsequent additional analysis of the potential environmental effects of such a facility would be required.

In addition to the proposed construction of new level II beds adjacent to existing CDCR prisons, Section 16 of SB 1022 directs CDCR to cease operations of the California Rehabilitation Center in Norco (CRC) no later than December 31, 2016 or six months after construction of the new level II beds. No modifications to any of the structures within the grounds of CRC are authorized by this legislation.

1.2 SUMMARY OF ENVIRONMENTAL IMPACTS FOR PROPOSED PROJECT AND PROJECT ALTERNATIVES

A summary of the impacts of the proposed project and project alternatives is provided in Table 1-1. As noted previously, CDCR has proposed construction of a 792-bed facility at the RJD Infill Site in southern San Diego County and a 1,584-bed facility at the MCSP Infill Site in Lone, California based on initial evaluations of available land and potential constraints associated with the five potential development sites. Consistent with SB 1022 requirements, this DEIR also analyzes the potential construction of the SB 1022 level II beds at the other three alternative sites including the California Institution for Men (CIM) in Chino, California; a site situated between California State Prison, Solano (SOL) and the California Medical Facility (CMF) in Vacaville, California; and a site situated between Folsom State Prison (FSP) and California State Prison, Sacramento (SAC) in Folsom, California. For ease of comparison, the proposed project is presented together in Table 1-1 with the project alternatives mandated by SB 1022. For a summary discussion of the significant impacts identified for the proposed project and each of the project alternatives, as well as mitigation recommended for those impacts, please refer to Section 1.3, below.

Table 1-1 Summary of Environmental Impacts of Proposed Project and Project Alternatives								
Impacts	RJD Single Infill Facility (Volume 2) Proposed	RJD Complex (Volume 2) Alternative	CIM Single Infill Facility¹ Alternative	CIM Complex¹ Alternative	MCSP Single Infill Facility (Volume 3) Alternative	MCSP Complex (Volume 3) Proposed	FSP/SAC Single Infill Facility (Volume 4) Alternative	CMF/SOL Single Infill Facility (Volume 5) Alternative
Air Quality								
Short-term Construction-Related Emissions of Criteria Air Pollutants and Precursors Impacts	LTS/M	LTS/M	SU	SU	SU	SU	LTS/M	LTS
Long-Term Operation-Related (Regional) Emissions of Criteria Air Pollutants and Precursors Impacts	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS
Long-Term Operation-Related (Local) Mobile-Source Emissions of Carbon Monoxide Impacts	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS
Exposure of Sensitive Receptors to Emissions of Toxic Air Contaminants	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS
Exposure of Sensitive Receptors to Odors	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS
Biological Resources								
Impacts on Special-Status Plants	LTS/M	LTS/M	NI	NI	LTS/M	LTS/M	NI	LTS/M
Impacts on Raptors	LTS/M	LTS/M	LTS/M	LTS/M	LTS/M	LTS/M	LTS/M	LTS/M
Impacts on Nesting Birds	LTS/M	LTS/M	LTS/M	LTS/M	LTS/M	LTS/M	LTS/M	LTS/M
Impacts on Western Pond Turtle	NI	NI	NI	NI	NI	NI	NI	LTS/M
Impacts on Wetlands and Other Waters	NI	NI	NI	NI	LTS/M	LTS/M	LTS/M	LTS/M
Mortality of Wildlife Species from the Lethal Electrified Fence	LTS/M	LTS/M	LTS/M	LTS/M	LTS/M	LTS/M	LTS/M	LTS/M

Notes:
¹ The potential environmental impacts of this alternative are evaluated in Chapter 5 of Volume 1 as a CEQA Alternative.
² For the purposes of this summary table, cumulative impacts should be interpreted as any conditions other than existing plus project evaluated for transportation impacts. This would pertain to existing plus approved projects plus project, buildout plus project, and cumulative plus project conditions. The conditions evaluated for potential traffic impacts were developed in coordination with the local agencies and the terminology for conditions reflect each local jurisdictions preferences.
 Key:
 Each impact is followed by one of the following notations that reflects post-mitigation significance:
 SU = Significant and Unavoidable LTS/M = Less than Significant with Mitigation NI = No Impact PS = Potentially Significant LTS = Less than Significant

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Impacts	RJD Single Infill Facility (Volume 2) Proposed	RJD Complex (Volume 2) <i>Alternative</i>	CIM Single Infill Facility ¹ <i>Alternative</i>	CIM Complex ¹ <i>Alternative</i>	MCSP Single Infill Facility (Volume 3) <i>Alternative</i>	MCSP Complex (Volume 3) Proposed	FSP/SAC Single Infill Facility (Volume 4) <i>Alternative</i>	CMF/SOL Single Infill Facility (Volume 5) <i>Alternative</i>
Impacts on Valley Elderberry Longhorn Beetle	NI	NI	NI	NI	NI	NI	LTS/M	NI
Impacts on Special-status Bat Species	NI	NI	NI	NI	NI	NI	LTS/M	NI
Streambed Alteration	NI	NI	NI	NI	NI	NI	LTS/M	NI
Impacts on Riparian Habitat	NI	NI	NI	NI	LTS	LTS/M	NI	NI
Conflict with the Oak Woodlands Conservation Act	NI	NI	NI	NI	LTS	LTS	NI	NI
Impacts on San Diego Black-Tailed Jackrabbit	LTS	LTS	NI	NI	NI	NI	NI	NI
Cultural Resources								
Impacts on Archaeological Resources	LTS	LTS	LTS/M	LTS/M	LTS/M	LTS/M	LTS/M	LTS/M
Impacts on Human Remains	LTS	LTS	LTS/M	LTS/M	LTS/M	LTS/M	LTS/M	LTS/M
Impacts on Historical Resources	NI	NI	NI	NI	LTS/M	LTS/M	LTS	LTS
Employment, Population, and Housing								
Substantial Population Growth	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS
Increased Demand for Housing	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS
Geology, Soils, Seismicity, Minerals, and Paleontological Resources								
Seismic Hazard Impacts	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS
Soil Erosion Impacts	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS
Expansive and Corrosive Soil Impacts	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS
Paleontological Resources Impacts	LTS/M	LTS/M	LTS/M	LTS/M	NI	NI	NI	NI

Notes:

¹ The potential environmental impacts of this alternative are evaluated in Chapter 5 of Volume 1 as a CEQA Alternative.

² For the purposes of this summary table, cumulative impacts should be interpreted as any future conditions evaluated for transportation impacts.

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Hazards and Hazardous Materials								
Construction-Related and Operational Hazardous Materials Impacts	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS
Site Contamination Impacts	LTS	LTS/M	LTS/M	LTS/M	LTS	LTS	LTS/M	LTS/M
Wildland Fire Impacts	LTS	LTS	NI	NI	LTS	LTS	LTS	LTS
Known Hazardous Materials Site Impacts	NI	NI	NI	NI	NI	NI	LTS/M	NI
Airport Safety Hazard Impacts	NI	NI	LTS/M	LTS/M	NI	NI	NI	LTS
Hydrology and Water Quality								
Short-Term, Construction-Related Water Quality Degradation	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS
Stormwater System Impacts	LTS/M	LTS/M	LTS/M	LTS/M	LTS/M	LTS/M	LTS/M	LTS/M
Long-Term Water Quality Degradation	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS
Long-Term Water Quality Degradation from Use of Spray Fields	NI	NI	NI	NI	LTS	LTS	NI	NI
Dam Failure Impacts	NI	NI	NI	NI	LTS	LTS	LTS	NI
Land Use								
Land Use Plan Conflicts	NI	NI	NI	NI	NI	NI	NI	NI
Important Farmland Conversion or Conflicts with Williamson Act Zoning	NI	NI	NI	NI	NI	NI	NI	NI

Notes:
¹ The potential environmental impacts of this alternative are evaluated in Chapter 5 of Volume 1 as a CEQA Alternative.
² For the purposes of this summary table, cumulative impacts should be interpreted as any conditions other than existing plus project evaluated for transportation impacts. This would pertain to existing plus approved projects plus project, buildout plus project, and cumulative plus project conditions. The conditions evaluated for potential traffic impacts were developed in coordination with the local agencies and the terminology for conditions reflect each local jurisdictions preferences.
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Noise								
Short-Term Construction-Generated Noise Levels	LTS	LTS	LTS/M	LTS/M	LTS	LTS	LTS	LTS/M
Groundborne Noise and Vibration Levels due to Construction Activities at Sensitive Receptors	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS
Long-Term Increase in Traffic Noise Levels at Existing Noise-Sensitive Receptors	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS
Long-Term Increase in On-Site Noise Levels from Operation of Stationary Noise Sources	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS
Potential for Incompatibility of Proposed On-Site Land Uses with the Ambient Noise Environment	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS
Public Services								
Impacts on Police Services	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS
Impacts on Fire Protection Services	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS
Impacts on Emergency Services	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS
Impacts on Schools	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS
Transportation								
Impacts on Intersection Operations	LTS/M	LTS/M	SU	SU	SU	SU	SU	LTS/M
Impacts on Roadway Segment Operations	LTS	LTS	SU	SU	LTS	LTS	LTS	LTS
Impacts on Parking	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS

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Construction-Related Traffic Impacts	SU	SU	SU	SU	SU	SU	SU	SU
Cumulative Impacts on Intersection Operations ²	LTS/M	LTS/M	SU	SU	SU	SU	SU	SU
Cumulative Impacts on Roadway Segment Operations ²	LTS/M	LTS/M	SU	SU	SU	SU	SU	NI
Site Access Impacts	LTS	LTS	NI	NI	NI	NI	NI	NI
Utilities								
Impacts on Water Supply	LTS	LTS	PS	PS	LTS	LTS	LTS	LTS
Impacts to Water Transmission Facilities – Potable Water Infrastructure	LTS	LTS	LTS	LTS	NI	NI	NI	NI
Impacts to Wastewater Treatment Capacity	LTS	LTS	PS	PS	NI	NI	LTS	LTS
Impacts to Electricity and Natural Gas Facilities	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS
Impacts to Solid Waste Facilities	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS
Impacts on Wastewater Treatment Facilities and Permits	LTS	LTS	PS	PS	LTS	LTS	NI	NI
Visual Resources								
Potential Degradation of Scenic Vistas	LTS	LTS	LTS	LTS	LTS	LTS	SU	SU
Visual Character Impacts	LTS	LTS	LTS	LTS	LTS	LTS	SU	SU
Light and Glare Impacts	LTS	LTS	LTS	LTS	LTS	LTS	SU	SU

Notes:
¹ The potential environmental impacts of this alternative are evaluated in Chapter 5 of Volume 1 as a CEQA Alternative.
² For the purposes of this summary table, cumulative impacts should be interpreted as any conditions other than existing plus project evaluated for transportation impacts. This would pertain to existing plus approved projects plus project, buildout plus project, and cumulative plus project conditions. The conditions evaluated for potential traffic impacts were developed in coordination with the local agencies and the terminology for conditions reflect each local jurisdictions preferences.
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 SU = Significant and Unavoidable LTS/M = Less than Significant with Mitigation NI = No Impact PS = Potentially Significant LTS = Less than Significant

1.3 SIGNIFICANT ENVIRONMENTAL IMPACTS AND RECOMMENDED MITIGATION MEASURES

Pursuant to State CEQA Guidelines Section 15382, a significant effect on the environment is defined as “a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project, including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic or aesthetic significance.” The significant environmental impacts of the proposed project are evaluated as follows:

- ▲ Each Chapter 3 of Volumes 2-5 of this DEIR describes, in detail, the environmental impacts that would result from development of level II infill correctional facilities at RJD, MCSP, FSP/SAC, and CMF/SOL, respectively.
- ▲ Each Chapter 4 of Volumes 2-5 provides a discussion of cumulative impacts associated with development of each infill site, while overall cumulative impacts of the entire project are discussed within Chapter 4 of this volume of the EIR.
- ▲ Each Chapter 5 of Volumes 2-5 provides a discussion of potential growth-inducing impacts associated with development of each infill site.
- ▲ Overall project alternatives are discussed in detail in Chapter 5 of this volume of the EIR, including the evaluation of development of CIM with a level II infill correctional facility as a CEQA alternative, and each Chapter 6 of Volumes 2-5 evaluates additional site-specific alternatives for each infill site.

The following summarizes the potentially significant impacts of development of level II infill correctional facilities at each infill site and feasible mitigation measures (also summarized) that would reduce potential impacts. It also identifies any significant and unavoidable impacts associated with development. For further detailed analysis of the potential impacts of development of level II infill correctional facilities at each of the contemplated infill sites, please refer to the site-specific analysis for each site contained within Volumes 2-5 of this DEIR. Table 1-1 identifies the impacts of the potential infill sites identified in SB 1022, including the two proposed sites at RJD (single) and MCSP (complex).

1.3.1 PROPOSED PROJECT

SIGNIFICANT IMPACTS ASSOCIATED WITH DEVELOPMENT OF THE PROPOSED SINGLE FACILITY AT THE RJD INFILL SITE

Air Quality Impact 3.1-1a: Short-Term Construction-Related Emissions of Criteria Air Pollutants and Precursors Impacts [Single Facility]

PM₁₀ emissions from construction could violate or contribute substantially to an existing or projected air quality violation, and/or expose sensitive receptors to substantial pollutant concentrations. Mitigation Measure 3.1-1 requires construction control measures including watering to minimize dust, application of chemical stabilizers, coving haul trucks, and sweeping paved streets. With implementation of this mitigation, impacts would be **less than significant**.

Biological Resources Impact 3.2-1a: Impacts on Special-Status Plants [Single Facility]

Construction at the infill site could result in the disturbance of approximately 72 acres of annual grassland habitat, which could result in loss of special-status plant species. Mitigation Measure 3.2-1 would involve protocol-level surveys, coordination with regulatory agencies, and a combination of preservation, relocation, and compensation. With implementation of this mitigation, impacts would be **less than significant**.

Biological Resources Impact 3.2-2a: Impacts on Raptors [Single Facility]

Destruction of active raptor nests, burrowing owl burrows, or disturbing nesting raptors, could result in nest abandonment by adult birds and abandonment of chicks and eggs, causing mortality. Mitigation Measure 3.2-2a would involve preconstruction surveys and avoidance in accordance with recommended California Department of Fish and Wildlife (CDFW) buffers if active raptor nests are found. Mitigation Measure 3.2-2b, which is specific to potential burrowing owls located onsite, would involve preconstruction surveys to confirm presence/absence at the time of construction. If found to be present, CDCR would avoid burrows to the extent feasible during construction and, if unavoidable, would prepare and implement a mitigation and management plan in accordance with CDFW guidelines. With implementation of these mitigation measures, impacts would be **less than significant**.

Biological Resource Impact 3.2-3a: Impacts on Nesting Birds [Single Facility]

Removal of active nests or disturbing nesting migratory birds located on or near the infill site during development of level II infill correctional facilities at the RJD Infill Site could result in nest abandonment by adult birds and abandonment of chicks and eggs, causing mortality. Mitigation Measure 3.2-3 would require vegetation removal, grading, and other ground disturbing activities that will be carried out during the nonbreeding season, preconstruction surveys for migratory birds, and establishment of a 50-foot no-disturbance buffer. With implementation of this mitigation, impacts would be **less than significant**.

Biological Resources Impact 3.2-5a: Mortality of Wildlife Species from the Lethal Electrified Fence [Single Facility]

Sensitive species that could be killed by the proposed LEF at the infill site include American kestrel, great horned owl, black-tailed jackrabbit, and burrowing owl. Common native species likely to be killed by the LEF at the infill site include desert cottontail, house finch, red-winged blackbird, and California ground squirrel. Mitigation Measure 3.2-4 includes minimization of vegetation and standing water in the vicinity of the electrified fence perimeter, vertical netting, anti-perch wiring, a monitoring program, and habitat compensation. With implementation of this mitigation, impacts would be **less than significant**.

Geological Resources Impact 3.5-4a: Paleontological Resources Impacts [Single Facility]

Construction-related excavation into rocks for foundations or utility trenches could disturb potentially significant paleontological resources. Mitigation Measure 3.5-4 involves training construction personnel about the proper notification procedures should fossils be encountered and retaining a qualified paleontologist that will be readily available for quick identification and salvage of fossils. With implementation of this mitigation, impacts would be **less than significant**.

Hydrology and Water Quality Impact 3.7-2a: Stormwater System Impacts [Single Facility]

An increase in impervious surfaces and the reduction of infiltration capacity has the potential to increase flow rates and volumes to receiving waters. Mitigation Measure 3.7-2 requires that final drainage plans be completed to demonstrate that all runoff will be appropriately conveyed through the infill site and not leave the site at rates exceeding pre-development runoff conditions. With implementation of this mitigation, impacts would be **less than significant**.

Transportation Impact 3.11-1a: Impacts on Intersection Operations [Single Facility]

Implementation of a single, level II correctional facility would result in the degradation of intersection operations at the Otay Mesa Road/Alta Road and Otay Mesa Road/La Media Road intersection locations. Mitigation Measure 3.11-1a requires the funding and signalization of the intersection of Otay Mesa Road and Alta Road while Mitigation Measure 3.11-1b requires funding the restriping of the westbound approach at the intersection of Otay Mesa Road and La Media

Road to include a second left-turn lane. With implementation of these mitigation measures, impacts would be **less than significant**.

Transportation Impact 3.11-5a: Construction-Related Traffic Impacts [Single Facility]

Construction activities could result in significant short-term traffic impacts for the a.m. peak hour at the Otay Mesa Road/Alta Road intersection and for the p.m. peak hour at the Otay Mesa Road/La Media Road intersection. Mitigation Measure 3.11-5 involves preparation of a construction traffic management plan in consultation with the applicable transportation entities, including Caltrans and San Diego County. With implementation of this mitigation, impacts would be reduced but would remain **significant and unavoidable**. No feasible mitigation or alternatives are available to reduce trips to the point a significant impact would be avoided.

Transportation Impact 3.11-6a: Cumulative (2020) Impacts on Intersection Operations [Single Facility]

Implementation of a single, level II correctional facility at the RJD Infill Site would result in the degradation of intersection operations at the Otay Mesa Road/Alta Road and Otay Mesa Road/Enrico Fermi Drive intersection locations. Implementation of Mitigation Measures 3.11-6a and 3.11-6b, which both involve contributions to the County of San Diego Transportation Impact Fee (TIF) Program, would reduce potential impacts of the single, level II correctional facility at the RJD Infill Site to a **less-than-significant** level at both of the potentially affected intersections under Cumulative (2020) conditions.

Transportation Impact 3.11-7a: Cumulative (2020) Impacts on Roadway Segments [Single Facility]

Implementation of the single, level II correctional facility at the RJD Infill Site would further exacerbate unacceptable operating conditions on Alta Road between Paseo De La Fuente and Otay Mesa Road and on Otay Mesa Road between Alta Road and Enrico Fermi Drive. Implementation of Mitigation Measures 3.11-7a and 3.11-7b, which both involve contributions to the County of San Diego Transportation Impact Fee (TIF) Program, would reduce potential impacts of the single, level II infill correctional facility to a **less-than-significant** level at both of the affected roadway segments.

SIGNIFICANT IMPACTS ASSOCIATED WITH DEVELOPMENT OF THE PROPOSED COMPLEX AT THE MCSP INFILL SITE

Air Quality Impact 3.1-1a: Short-Term Construction-Related Emissions of Criteria Air Pollutants and Precursors Impacts [Complex]

Emissions of NO_x in 2014 would exceed the daily significance threshold of 85 lb/day, and particulate emissions would exceed 100 lb/day. As a result, NO_x, PM₁₀ and PM_{2.5} emissions from construction of a level II infill correctional facility could violate or contribute substantially to an existing or projected air quality violation, and/or expose sensitive receptors to substantial pollutant concentrations. Mitigation Measure 3.1-1a involves maintenance of construction equipment, construction equipment meeting EPA Tier III emissions standards, and minimization of idling time to reduce NO_x emissions during construction. Mitigation Measure 3.1-1b involves construction control measures including watering to minimize dust, application of chemical stabilizers, coving haul trucks, and sweeping paved streets. With implementation of these mitigation measures, impacts would be reduced, however would remain **significant and unavoidable**.

Biological Resources Impact 3.2-1a: Impacts on Special-Status Plants [Complex]

Removal of approximately 22 acres of foothill pine-oak woodland habitat, 1 acre of riparian woodland, 10 acres of annual grassland, 0.65 acre of seasonal wetland, and 0.18 acre of

seasonal stream could result in loss of: Tuolumne button celery, Hoover's Calycadenia, and Parry's Horkelia. Mitigation Measure 3.2-1 would involve protocol-level surveys, coordination with regulatory agencies, and a combination of preservation, relocation, and compensation. With implementation of this mitigation, impacts would be **less than significant**.

Biological Resources Impact 3.2-2a: Impacts on Valley Elderberry Longhorn Beetle [Complex]

Although no elderberry shrubs, which provide habitat for the Valley Elderberry Longhorn Beetle, would be removed as part of the proposed development of a level II infill correctional complex at MCSP, several elderberry shrubs with stems greater than 1.0 inch in diameter are located within 100 feet of the proposed spray field relocation site. Mitigation Measure 3.2-2 would involve implementation of mandatory setbacks from the dripline of each plant and other impact avoidance actions. With implementation of this mitigation, impacts would be **less than significant**.

Biological Resources Impact 3.2-3a: Impacts on Raptors [Complex]

Destruction of an active Swainson's hawk or raptor nest or disturbing nesting raptors, could result in nest abandonment by adult birds and abandonment of chicks and eggs, causing mortality. Mitigation Measure 3.2-3 would involve completion of tree removal outside of the breeding season, preconstruction surveys and avoidance in accordance with recommended California Department of Fish and Wildlife (CDFW) buffers if active raptor nests are found. With implementation of this mitigation, impacts would be **less than significant**.

Biological Resources Impact 3.2-4a: Impacts on Nesting Birds [Complex]

Removal of active nests or disturbing nesting yellow-breasted chat, loggerhead shrike, or other migratory birds located on or near the infill site, could result in nest abandonment by adult birds and abandonment of chicks and eggs, causing mortality. Mitigation Measure 3.2-4 would require vegetation removal, grading, and other ground disturbing activities to be carried out during the nonbreeding season, preconstruction surveys for yellow-breasted chat, loggerhead shrike, and other migratory birds, and establishment of a 50-foot no-disturbance buffer. With implementation of this mitigation, impacts would be **less than significant**.

Biological Resources Impact 3.2-5a: Impacts on Riparian [Complex]

Implementation of the proposed level II correctional facility complex would result in the loss and degradation of 0.18 acres of unnamed stream and 1 acre of associated riparian habitat. Mitigation Measure 3.2-5 includes contributions to a CDFW-approved mitigation bank or through development of a Habitat Mitigation and Monitoring Plan. With implementation of this mitigation, impacts would be **less than significant**.

Biological Resources Impact 3.2-6a: Impacts on Wetlands and Other Waters [Complex]

Implementation of the proposed level II infill correctional facility complex on the MCSP Infill Site would result in the loss of 0.83 acres of wetlands and other waters of the United States. Mitigation Measure 3.2-6 would involve wetland delineation reports, a report of discharge with the RWQCB, and implementation of conditions of Section 404 and 401 permits to ensure no net loss of functions and acreage of waters of the United States and waters of the state. With implementation of this mitigation, impacts would be **less than significant**.

Biological Resources Impact 3.2-8a: Mortality of Wildlife Species from the Lethal Electrified Fence [Complex]

Sensitive species that could be killed by the LEF at the infill site include great horned owl, barn owl, burrowing owl, Cooper's hawk, or red-tailed hawk. Common native species likely to be killed by the LEF at the infill site include house finch, lesser goldfinch, yellow-rumped warbler, Brewer's blackbird, black phoebe, cliff swallow, American goldfinch, and Bullock's oriole. Mitigation

Measure 3.2-8 includes minimization of vegetation and standing water in the vicinity of the electrified fence perimeter, vertical netting, anti-perch wiring, a monitoring program, and habitat compensation. With implementation of this mitigation, impacts would be **less than significant**.

Cultural Resources Impact 3.3-1a: Impacts on Archaeological Resources [Complex]

Disturbing previously undiscovered or unrecorded archaeological resources could result in a substantial adverse change in the significance of the archaeological resource. The MCSP Infill Site is disked quarterly and the potential for intact surficial archaeological resources is considered low. However, there is a potential for archaeological resources at greater depths below ground surface at the infill site. Mitigation Measure 3.3-2 involves implementation of a plan to address discovery of unanticipated buried cultural resources and to preserve and/or record those resources consistent with appropriate laws and requirements. With implementation of this mitigation, impacts would be **less than significant**.

Cultural Resources Impact 3.3-2a: Construction Impacts on Historical Resources [Complex]

Construction-management trailers and personal vehicles may be located on an athletic field located at Preston Youth Correctional Facility (PYCF) adjacent to historic buildings. Mitigation Measure 3.3-2 requires a protective buffer of 100 feet. Consultation pursuant to Section 5024.5 of the Resources Code would be required for the use of the PYCF grounds and/or structures for all construction support activities and the short-term use for placement of temporary offices. With implementation of this mitigation, impacts would be **less than significant**.

Cultural Resources Impact 3.3-4a: Impacts on Human Remains [Complex]

Construction activities could result in disturbance of previously unknown human remains. Mitigation Measure 3.3-3 requires coordination between the most likely descendant (MLD) and CDCR with the assistance of an archaeologist to minimize or eliminate adverse impacts on undiscovered human remains resulting from construction activities. With implementation of this mitigation, impacts would be **less than significant**.

Hydrology and Water Quality Impact 3.7-2a: Stormwater System Impacts [Complex]

An increase in impervious surfaces and the reduction of infiltration capacity has the potential to increase flow rates to receiving waters and existing intermittent channels and swales would be susceptible to erosion from increased flow and shear stress. Mitigation Measure 3.7-2 requires that final drainage plans be completed to demonstrate that all runoff will be appropriately conveyed through the infill site and not leave the site at rates exceeding pre-development runoff conditions; new storm drainage facilities and detention basins would need to be constructed. With implementation of this mitigation, impacts would be **less than significant**.

Transportation Impact 3.11-1a: Impacts on Intersection Operations [Complex]

Development of a level II infill correctional facility complex would result in the unacceptable degradation of intersection operations in the vicinity of the infill site. Mitigation Measure 3.11-1 requires CDCR to provide a fair share contribution to install a traffic signal at the intersection of SR 104, SR 88, and Jackson Valley Road. Since signalization is not a planned improvement and could not be guaranteed prior to initiation of operation of the proposed complex, operations at the intersection of SR 104, SR 88, and Jackson Valley Road would likely continue to be unacceptable. In addition, operations at two other study intersections within the City of Lone would not exceed City of Lone LOS standards for the intersection, but would, with and without the proposed complex, exceed Caltrans standards for those state facilities. Improvement of these intersections would likely have secondary impacts, especially related to removal or modification of historic resources, which would likely be significant due to the presence of a nearby historic district (refer to Section 3.3, "Cultural Resources" of this volume). As a result, implementation of this

mitigation is considered infeasible. Impacts to intersections would be **significant and unavoidable** with implementation of the proposed complex.

Transportation Impact 3.11-4a: Construction-Related Traffic Impacts [Complex]

Construction traffic associated with development of the MCSP site would travel to and from the infill site via a proposed temporary construction access road that would connect with SR 104 at Castle Oaks Drive. Additionally, some construction traffic may travel to the infill site via an existing access road that extends to the infill site directly from Waterman Road. Construction traffic could result in significant short-term traffic impacts on several local intersections including SR 16/SR 24, SR 104/Lone Michigan Bar Road, SR 104/Irish Hill Road, and SR 104/SR 88/Jackson Valley Road. Mitigation Measure 3.11-4 requires preparation of a construction traffic management plan in consultation with the applicable transportation entities, including Caltrans for state roadway facilities and the City of Lone. The construction traffic management plan will also include restrictions on potential haul routes, including allowance of hauling on SR 88, SR 104, and SR 124 and the prevention of hauling on Michigan Bar Road, Tonzi Road, and Sutter Lone Road. Any complaints or damage to roads accessed by construction-related vehicles would be addressed/repared by the construction contractor, consistent with the presiding jurisdiction's pavement management criteria. Additionally, as part of the construction traffic management plan, use of the existing access road that connects to Waterman Road will be limited to personal occupancy vehicles and vehicles with a carrying capacity of $\frac{3}{4}$ ton or less to prevent damage to the existing access road, and use of the road will be monitored monthly to ensure that the roadway is maintained in good condition. With implementation of this mitigation, impacts would be reduced, however would remain **significant and unavoidable**. No feasible mitigation or alternatives are available to reduce trips to the point a significant impact would be avoided.

Transportation Impact 3.11-5a: Existing plus Approved Projects Impacts on Intersection Operations [Complex]

Development of a level II infill correctional facility complex would result in the unacceptable degradation of intersection operations in the vicinity of the infill site under existing plus approved project conditions. Mitigation Measure 3.11-1 requires CDCR to provide a fair share contribution to install a traffic signal at the intersection of SR 104, SR 88, and Jackson Valley Road. Since signalization is not a planned improvement and could not be guaranteed prior to initiation of operation of the proposed complex, operations at the intersection of SR 104, SR 88, and Jackson Valley Road would likely continue to be unacceptable. In addition, operations at four other study intersections within the City of Lone would not exceed City of Lone LOS standards for the intersection, but would, with and without the proposed complex, exceed Caltrans standards for those state facilities. Improvement of these intersections would likely have secondary impacts, especially related to removal or modification of historic resources, which would likely be significant due to the presence of a nearby historic district (refer to Section 3.3, "Cultural Resources" of this volume). As a result, implementation of this mitigation is considered infeasible. Impacts to intersections would be **significant and unavoidable** with implementation of the proposed complex.

Transportation Impact 3.11-6a: Existing plus Approved Projects Impacts on Roadway Segment Operations [Complex]

Traffic generated by the development of a level II infill correctional facility at the MCSP Infill Site would add traffic to SR 88 east of SR 104. This segment operates at an unacceptable level of service (LOS) under existing plus approved project conditions; therefore, development of a level II infill correctional facility at the MCSP Infill Site would result in a significant impact to this segment. No feasible mitigation is available, and as a result, impacts would be **significant and unavoidable**.

Transportation Impact 3.11-7a: Cumulative Impacts on Intersection Operations [Complex]

Development of a level II infill correctional facility would result in the unacceptable degradation of intersection operations in the vicinity of the infill site under cumulative conditions. Mitigation Measure 3.11-1 requires CDCR to provide a fair share contribution to install a traffic signal at the intersection of SR 104, SR 88, and Jackson Valley Road. Since signalization is not a planned improvement and could not be guaranteed prior to initiation of operation of the proposed complex, operations at the intersection of SR 104, SR 88, and Jackson Valley Road would likely continue to be unacceptable. In addition, operations at four other study intersections within the City of Lone would not exceed City of Lone LOS standards for the intersection, but would, with and without the proposed complex, exceed Caltrans standards for those state facilities. Improvement of these intersections would likely have secondary impacts, especially related to removal or modification of historic resources, which would likely be significant due to the presence of a nearby historic district (refer to Section 3.3, "Cultural Resources" of this volume). As a result, implementation of this mitigation is considered infeasible. Impacts to intersections would be **significant and unavoidable** with implementation of the proposed complex.

Transportation Impact 3.11-8a: Cumulative Impacts on Roadway Segment Operations [Complex]

Traffic generated by the development of a level II infill correctional facility at the MCSP Infill Site would add traffic to SR 88 east of SR 104. This segment operates at an unacceptable LOS under cumulative conditions; therefore, development of a level II infill correctional facility at the MCSP Infill Site would result in a significant impact to this segment. No feasible mitigation is available, and as a result, impacts would be **significant and unavoidable**.

1.3.2 PROJECT ALTERNATIVES

SIGNIFICANT IMPACTS ASSOCIATED WITH DEVELOPMENT OF A COMPLEX AT THE RJD INFILL SITE**Air Quality Impact 3.1-1b: Short-Term Construction-Related Emissions of Criteria Air Pollutants and Precursors Impacts [Complex]**

PM₁₀ emissions from construction could violate or contribute substantially to an existing or projected air quality violation, and/or expose sensitive receptors to substantial pollutant concentrations. Mitigation Measure 3.1-1 requires construction control measures including watering to minimize dust, application of chemical stabilizers, covering haul trucks, and sweeping paved streets. With implementation of this mitigation, impacts would be **less than significant**.

Biological Resources Impact 3.2-1b: Impacts on Special-Status Plants [Complex]

Construction at the infill site could result in the disturbance of approximately 91 acres of annual grassland habitat, which could result in loss of: California adolphia, Coulter's saltbush, San Diego goldenstar, Round-leaved filaree, Otay tarplant, variegated dudleya, and San Diego gumplant. Mitigation Measure 3.2-1 would involve protocol-level surveys, coordination with regulatory agencies, and a combination of preservation, relocation, and compensation. With implementation of this mitigation, impacts would be **less than significant**.

Biological Resources Impact 3.2-2b: Impacts on Raptors [Complex]

Destruction of active raptor nests, burrowing owl burrows, or disturbing nesting raptors, could result in nest abandonment by adult birds and abandonment of chicks and eggs, causing mortality. Mitigation Measure 3.2-2a would involve preconstruction surveys and avoidance in accordance with recommended California Department of Fish and Wildlife (CDFW) buffers if active raptor nests are found. Mitigation Measure 3.2-2b, which is specific to potential burrowing owls located onsite, would involve preconstruction surveys to confirm presence/absence at the

time of construction. If found to be present, CDCR would avoid burrows to the extent feasible during construction and, if unavoidable, would prepare and implement a mitigation and management plan in accordance with CDFW guidelines. With implementation of these mitigation measures, impacts would be **less than significant**.

Biological Resource Impact 3.2-3b: Impacts on Nesting Birds [Complex]

Removal of active nests or disturbing nesting migratory birds located on or near the infill site during development of level II infill correctional facilities at the RJD Infill Site could result in nest abandonment by adult birds and abandonment of chicks and eggs, causing mortality. Mitigation Measure 3.2-3 would require vegetation removal, grading, and other ground disturbing activities to be carried out during the nonbreeding season, preconstruction surveys for migratory birds, and establishment of a 50-foot no-disturbance buffer. With implementation of this mitigation, impacts would be **less than significant**.

Biological Resources Impact 3.2-5b: Mortality of Wildlife Species from the Lethal Electrified Fence [Complex]

Sensitive species that could be killed by the proposed LEF at the infill site include American kestrel, great horned owl, black-tailed jackrabbit, and burrowing owl. Common native species likely to be killed by the LEF at the infill site include desert cottontail, house finch, red-winged blackbird, and California ground squirrel. Mitigation Measure 3.2-4 includes minimization of vegetation and standing water in the vicinity of the electrified fence perimeter, vertical netting, anti-perch wiring, a monitoring program, and habitat compensation. With implementation of this mitigation, impacts would be **less than significant**.

Geological Resources Impact 3.5-4b: Paleontological Resources Impacts [Complex]

Construction-related excavation into rocks for foundations or utility trenches could disturb potentially significant paleontological resources. Mitigation Measure 3.5-4 involves training construction personnel about the proper notification procedures should fossils be encountered and retaining a qualified paleontologist that will be readily available for quick identification and salvage of fossils so that construction delays can be minimized. With implementation of this mitigation, impacts would be **less than significant**.

Hazards and Hazardous Materials Impact 3.6-2b: Site Contamination Impacts [Complex]

Relocation of the firing range could result in the release of hazardous materials, due to the potential accumulation of lead in the soil. Mitigation measure 3.6-2 involves the preparation of a focused Phase II Environmental Site Assessment that includes site-specific performance criteria and recommendations regarding cleanup activities and adherence to all applicable regulatory requirements. With implementation of this mitigation, impacts would be **less than significant**.

Hydrology and Water Quality Impact 3.7-2b: Stormwater System Impacts [Complex]

An increase in impervious surfaces and the reduction of infiltration capacity has the potential to increase flow rates and volumes to receiving waters. Mitigation Measure 3.7-2 requires that final drainage plans be completed to demonstrate that all runoff will be appropriately conveyed through the infill site and not leave the site at rates exceeding pre-development runoff conditions. With implementation of this mitigation, impacts would be **less than significant**.

Transportation Impact 3.11-1b: Impacts on Intersection Operations [Complex]

Implementation of a level II infill correctional facility complex would result in the degradation of intersection operations at the Otay Mesa Road/Alta Road and Otay Mesa Road/La Media Road intersection locations. Mitigation Measure 3.11-1a requires the funding and signalization of the intersection of Otay Mesa Road and Alta Road while Mitigation Measure 3.11-1b requires funding

the restriping of the westbound approach at the intersection of Otay Mesa Road and La Media Road to include a second left-turn lane. With implementation of these mitigation measures, impacts would be **less than significant**.

Transportation Impact 3.11-5b: Construction-Related Traffic Impacts [Complex]

Construction activities could result in significant short-term traffic impacts for the a.m. peak hour at the Otay Mesa Road/Alta Road intersection and for the p.m. peak hour at the Otay Mesa Road/La Media Road intersection. Mitigation Measure 3.11-5 involves preparation of a construction traffic management plan in consultation with the applicable transportation entities, including Caltrans and San Diego County. With implementation of this mitigation, impacts would be reduced but would remain **significant and unavoidable**. No feasible mitigation or alternatives are available to reduce trips to the point a significant impact would be avoided.

Transportation Impact 3.11-6b: Cumulative (2020) Impacts on Intersection Operations [Complex]

Implementation of a level II infill correctional facility complex at the RJD Infill Site would result in the degradation of intersection operations at the Otay Mesa Road/Alta Road and Otay Mesa Road/Enrico Fermi Drive intersection locations. Implementation of Mitigation Measures 3.11-6a and 3.11-6b, which both involve contributions to the County of San Diego Transportation Impact Fee (TIF) Program, would reduce potential impacts of the level II infill correctional facility complex at the RJD Infill Site to a **less-than-significant** level at both of the potentially affected intersections under Cumulative (2020) conditions.

Transportation Impact 3.11-7b: Cumulative (2020) Impacts on Roadway Segments [Complex]

Implementation of the level II infill correctional facility complex at the RJD Infill Site would further exacerbate unacceptable operating conditions on Alta Road between Paseo De La Fuente and Otay Mesa Road and on Otay Mesa Road between Alta Road and Enrico Fermi Drive. Implementation of Mitigation Measures 3.11-7a and 3.11-7b, which both involve contributions to the County of San Diego Transportation Impact Fee (TIF) Program, would reduce potential impacts of the level II infill correctional facility complex to a **less-than-significant** level at both of the affected roadway segments.

SIGNIFICANT IMPACTS ASSOCIATED WITH DEVELOPMENT OF A SINGLE FACILITY AT THE MCSP INFILL SITE

Air Quality Impact 3.1-1b: Short-Term Construction-Related Emissions of Criteria Air Pollutants and Precursors Impacts [Single Facility]

Emissions of NO_x in 2014 would exceed the daily significance threshold of 85 lb/day, and particulate emissions would exceed 100 lb/day. As a result, NO_x, PM₁₀ and PM_{2.5} emissions from construction of a level II infill correctional facility could violate or contribute substantially to an existing or projected air quality violation, and/or expose sensitive receptors to substantial pollutant concentrations. Mitigation Measure 3.1-1a involves maintenance of construction equipment, construction equipment meeting EPA Tier III emissions standards, and minimization of idling time to reduce NO_x emissions during construction. Mitigation Measure 3.1-1b involves construction control measures including watering to minimize dust, application of chemical stabilizers, coving haul trucks, and sweeping paved streets. With implementation of these mitigation measures, impacts would be reduced, however would remain **significant and unavoidable**. No feasible mitigation or alternatives are available to reduce emissions to the point a significant impact would be avoided.

Biological Resource Impact 3.2-1b: Impacts on Special-Status Plants [Single Facility]

Removal of approximately 15 acres of foothill pine-oak woodland, 3 acres of annual grassland, 0.22 acre of seasonal wetland habitat, and 0.03 acre of seasonal stream could result in loss of: Tuolumne button celery, Hoover's Calycadenia, and Parry's Horkelia. Mitigation Measure 3.2-1 would involve protocol-level surveys, coordination with regulatory agencies, and a combination of preservation, relocation, and compensation. With implementation of this mitigation, impacts would be **less than significant**.

Biological Resources Impact 3.2-2b: Impacts on Valley Elderberry Longhorn Beetle [Single Facility]

Although no elderberry shrubs, which provide habitat for the Valley Elderberry Longhorn Beetle, would be removed as part of the proposed development of a level II infill correctional facility complex at MCSP, several elderberry shrubs with stems greater than 1.0 inch in diameter are located within 100 feet of the proposed spray field relocation site. Mitigation Measure 3.2-2 would involve implementation of mandatory setbacks from the dripline of each plant and other impact avoidance actions. With implementation of this mitigation, impacts would be **less than significant**.

Biological Resource Impact 3.2-3b: Impacts on Raptors [Single Facility]

Destruction of an active Swainson's hawk or raptor nest or disturbing nesting raptors, could result in nest abandonment by adult birds and abandonment of chicks and eggs, causing mortality. Mitigation Measure 3.2-3 would involve completion of tree removal outside of the breeding season, preconstruction surveys and avoidance in accordance with recommended CDFW buffers if active raptor nests are found. With implementation of this mitigation, impacts would be **less than significant**.

Biological Resource Impact 3.2-4b: Impacts on Nesting Birds [Single Facility]

Removal of active nests or disturbing nesting yellow-breasted chat, loggerhead shrike, or other migratory birds located on or near the infill site, could result in nest abandonment by adult birds and abandonment of chicks and eggs, causing mortality. Mitigation Measure 3.2-4 would require vegetation removal, grading, and other ground disturbing activities will be carried out during the nonbreeding season, preconstruction surveys for yellow-breasted chat, loggerhead shrike, and other migratory birds, and establishment of a 50-foot no-disturbance buffer. With implementation of this mitigation, impacts would be **less than significant**.

Biological Resource Impact 3.2-6b: Impacts on Wetlands and Other Waters [Single Facility]

Implementation of a single, level II infill correctional facility on the MCSP Infill Site would result in the loss of 0.25 acres of wetlands and other waters of the United States. Mitigation Measure 3.2-6 would involve wetland delineation reports, a report of discharge with the RWQCB, and implementation of conditions of Section 404 and 401 permits to ensure no net loss of functions and acreage of waters of the United States and waters of the state. With implementation of this mitigation, impacts would be **less than significant**.

Biological Resource Impact 3.2-8b: Mortality of Wildlife Species from the Lethal Electrified Fence [Single Facility]

Sensitive species that could be killed by the LEF at the infill site include great horned owl, barn owl, burrowing owl, Cooper's hawk, or red-tailed hawk. Common native species likely to be killed by the LEF at the infill site include house finch, lesser goldfinch, yellow-rumped warbler, Brewer's blackbird, black phoebe, cliff swallow, American goldfinch, and Bullock's oriole. Mitigation Measure 3.2-8 includes minimization of vegetation and standing water in the vicinity of the

electrified fence perimeter, vertical netting, anti-perch wiring, a monitoring program and habitat compensation. With implementation of this mitigation, impacts would be **less than significant**.

Cultural Resources Impact 3.3-1b: Impacts on Archaeological Resources [Single Facility]

Disturbing previously undiscovered or unrecorded archaeological resources could result in a substantial adverse change in the significance of the archaeological resource. The MCSP Infill Site is disc'd quarterly and the potential for intact surficial archaeological resources is considered low. However, there is a potential for archaeological resources at greater depths below ground surface at the infill site. Mitigation Measure 3.3-2 involves implementation of a plan to address discovery of unanticipated buried cultural resources and to preserve and/or record those resources consistent with appropriate laws and requirements. With implementation of this mitigation, impacts would be **less than significant**.

Cultural Resources Impact 3.3-2b: Construction Impacts on Historical Resources [Single Facility]

Construction-management trailers and personal vehicles may be located on an athletic field located at PYCF adjacent to historic buildings. Mitigation Measure 3.3-2 requires a protective buffer of 100 feet. Consultation pursuant to Section 5024.5 of the Resources Code would be required for the use of the PYCF grounds and/or structures for all construction support activities and the short-term use for placement of temporary offices. With implementation of this mitigation, impacts would be **less than significant**.

Cultural Resources Impact 3.3-4b: Impacts on Human Remains [Single Facility]

Construction activities could result in disturbance of previously unknown human remains. Mitigation Measure 3.3-4 requires coordination between the MLD and CDCR with the assistance of an archaeologist to minimize or eliminate adverse impacts on undiscovered human remains resulting from construction activities. With implementation of this mitigation, impacts would be **less than significant**.

Hydrology and Water Quality Impact 3.7-2b: Stormwater System Impacts [Single Facility]

An increase in impervious surfaces and the reduction of infiltration capacity has the potential to increase flow rates to receiving waters and existing intermittent channels and swales would be susceptible to erosion from increased flow and shear stress. Mitigation Measure 3.7-2 requires that final drainage plans be completed to demonstrate that all runoff will be appropriately conveyed through the infill site and not leave the site at rates exceeding pre-development runoff conditions, new storm drainage facilities and detention basins would need to be constructed. With implementation of this mitigation, impacts would be **less than significant**.

Transportation Impact 3.11-1b: Impacts on Intersection Operations [Single Facility]

Development of a level II infill correctional facility would result in the unacceptable degradation of intersection operations in the vicinity of the infill site. Mitigation Measure 3.11-1 requires CDCR to provide a fair share contribution to install a traffic signal at the intersection of SR 104, SR 88, and Jackson Valley Road. Since signalization is not a planned improvement and could not be guaranteed prior to initiation of operation of a single facility at MCSP, operations at the intersection of SR 104, SR 88, and Jackson Valley Road would likely continue to be unacceptable. In addition, operations at two other study intersections within the City of Lone would not exceed City of Lone LOS standards for the intersection, but would, with and without a single facility, exceed Caltrans standards for those state facilities. Improvement of these intersections would likely have secondary impacts, especially related to removal or modification of historic resources, which would likely be significant due to the presence of a nearby historic district (refer to Section 3.3, "Cultural Resources" of this volume). As a result, implementation of this mitigation

is considered infeasible. Impacts to intersections would be **significant and unavoidable** with implementation of a single, level II infill correctional facility.

Transportation Impact 3.11-4b: Construction-Related Traffic Impacts [Single Facility]

Construction traffic associated with development of the MCSP site would travel to and from the infill site via a proposed temporary construction access road that would connect with SR 104 at Castle Oaks Drive. Additionally, some construction traffic may travel to the infill site via an existing access road that extends to the infill site directly from Waterman Road. Construction traffic could result in significant short-term traffic impacts on several local intersections including SR 16/SR 24, SR 104/Lone Michigan Bar Road, SR 104/Irish Hill Road, and SR 104/SR 88/Jackson Valley Road. Mitigation Measure 3.11-4 requires preparation of a construction traffic management plan in consultation with the applicable transportation entities, including Caltrans for state roadway facilities and the city of Lone. The construction traffic management plan will also include restrictions on potential haul routes, including allowance of hauling on SR 88, SR 104, and SR 124 and the prevention of hauling on Michigan Bar Road, Tonzi Road, and Sutter Lone Road. Any complaints or damage to roads accessed by construction-related vehicles would be addressed/repared by the construction contractor. Additionally, as part of the construction traffic management plan, use of the existing access road that connects to Waterman Road will be limited to personal occupancy vehicles and vehicles with a carrying capacity of $\frac{3}{4}$ ton or less to prevent damage to the existing access road, and use of the road will be monitored monthly to ensure that the roadway is maintained in good condition. With implementation of this mitigation, impacts would be reduced, however would remain **significant and unavoidable**. No feasible mitigation or alternatives are available to reduce trips to the point a significant impact would be avoided.

Transportation Impact 3.11-5b: Existing plus Approved Projects Impacts on Intersection Operations [Single Facility]

Development of a level II infill correctional facility would result in the unacceptable degradation of intersection operations in the vicinity of the infill site under existing plus approved projects conditions. Mitigation Measure 3.11-1 requires CDCR to provide a fair share contribution to install a traffic signal at the intersection of SR 104, SR 88, and Jackson Valley Road. Since signalization is not a planned improvement and could not be guaranteed prior to initiation of operation of a single, level II infill correctional facility, operations at the intersection of SR 104, SR 88, and Jackson Valley Road would likely continue to be unacceptable. In addition, operations at four other study intersections within the City of Lone would not exceed City of Lone LOS standards for the intersection, but would, with and without a single facility, exceed Caltrans standards for those state facilities. Improvement of these intersections would likely have secondary impacts, especially related to removal or modification of historic resources, which would likely be significant due to the presence of a nearby historic district (refer to Section 3.3, "Cultural Resources" of this volume). As a result, implementation of this mitigation is considered infeasible. Impacts to intersections would be **significant and unavoidable** with implementation of a single facility at MCSP.

Transportation Impact 3.11-6b: Existing plus Approved Projects Impacts on Roadway Segment Operations [Single Facility]

Traffic generated by the development of a level II infill correctional facility at the MCSP Infill Site would add traffic to SR 88 east of SR 104. This segment operates at an unacceptable LOS under existing plus approved project conditions; therefore, development of a level II infill correctional facility at the MCSP Infill Site would result in a significant impact to this segment. No feasible mitigation is available, and as a result, impacts would be **significant and unavoidable**. No feasible mitigation or alternatives are available to reduce trips to the point a significant impact would be avoided.

Transportation Impact 3.11-7b: Cumulative Impacts on Intersection Operations [Single Facility]

Development of a level II infill correctional facility would result in the unacceptable degradation of intersection operations in the vicinity of the infill site under cumulative conditions. Mitigation Measure 3.11-1 requires CDCR to provide a fair share contribution to install a traffic signal at the intersection of SR 104, SR 88, and Jackson Valley Road. Since signalization is not a planned improvement and could not be guaranteed prior to initiation of operation of a single, level II infill correctional facility at the MCSP Infill Site, operations at the intersection of SR 104, SR 88, and Jackson Valley Road would likely continue to be unacceptable. In addition, operations at four other study intersections within the City of Lone would not exceed City of Lone LOS standards for the intersection, but would, with and without a single facility, exceed Caltrans standards for those state facilities. Improvement of these intersections would likely have secondary impacts, especially related to removal or modification of historic resources, which would likely be significant due to the presence of a nearby historic district (refer to Section 3.3, "Cultural Resources" of this volume). As a result, implementation of this mitigation is considered infeasible. Impacts to intersections would be **significant and unavoidable** with implementation of a single facility at MCSP.

Transportation Impact 3.11-8b: Cumulative Impacts on Roadway Segment Operations [Single Facility]

Traffic generated by the development of a level II infill correctional facility at the MCSP Infill Site would add traffic to SR 88 east of SR 104. This segment operates at an unacceptable LOS under cumulative conditions; therefore, development of a level II infill correctional facility at the MCSP Infill Site would result in a significant impact to this segment. No feasible mitigation is available, and as a result, impacts would be **significant and unavoidable**. No feasible mitigation or alternatives are available to reduce trips to the point a significant impact would be avoided.

SIGNIFICANT IMPACTS ASSOCIATED WITH DEVELOPMENT OF A SINGLE FACILITY AT THE FSP/SAC INFILL SITE**Air Quality Impact 3.1-1: Short-Term Construction-Related Emissions of Criteria Air Pollutants and Precursors Impacts**

Emissions of NO_x in 2014 (i.e., 147.9 lb./day) would exceed the daily significance threshold of 85 lb./day and NO_x and PM₁₀ emissions from construction of the infill facility could violate or contribute substantially to an existing or projected air quality violation, and/or expose sensitive receptors to substantial pollutant concentrations. Mitigation Measure 3.1-1a requires construction control measures including watering to minimize dust, application of chemical stabilizers, coving haul trucks, and sweeping paved streets. Mitigation Measure 3.1-1b contains Enhanced Exhaust Control Practices and Mitigation Measure 3.1-1c involves purchasing emission offsets. With implementation of these mitigation measures, impacts would be **less than significant**.

Biological Resources Impact 3.2-1: Impacts on Valley Elderberry Longhorn Beetle

The loss or disturbance of elderberry shrubs that potentially support valley elderberry longhorn beetle could result in impacts to the individual beetles. Mitigation Measure 3.2-1 involves surveys, adherence to the Conservation Guidelines, establishing a protective buffer during construction, and coordination with regulatory agencies. With implementation of this mitigation, impacts would be **less than significant**.

Biological Resources Impact 3.2-2: Impacts on Raptors

The infill site is largely developed and/or continually disturbed under existing conditions, and as such does not provide optimal habitat or nesting opportunities. However, there are approximately 25 mature trees located onsite, as well as some areas of grassland habitat, that could allow a

raptor to nest within the boundaries of the infill site. Destruction of active raptor nests or burrowing owl burrows, as well as disturbance of nesting raptors, could result in nest abandonment by adult birds and abandonment of chicks and eggs, causing mortality. Mitigation Measure 3.2-2a, which is specific to tree-nesting raptors, would require tree removal outside of the breeding season, preconstruction surveys and avoidance in accordance with recommended CDFW buffers if active raptor nests are found. Mitigation Measure 3.2-2b, which is specific to potential burrowing owls located onsite, would involve preconstruction surveys to confirm presence/absence at the time of construction. If found to be present, CDCR would avoid burrows to the extent feasible during construction and, if unavoidable, would prepare and implement a mitigation and management plan in accordance with CDFW guidelines. With implementation of these mitigation measures, impacts would be **less than significant**.

Biological Resources Impact 3.2-3: Impacts on Migratory Birds

The infill site is largely developed and/or continually disturbed under existing conditions, and as such does not provide optimal habitat or nesting opportunities. However, there are some limited areas within the infill site that could provide some nesting opportunities for migratory birds. As a result, vegetation removal and ground disturbances could result in direct destruction of active nests of grasshopper sparrow and loggerhead shrike, which are California species of special concern; or in the destruction of nests of other birds protected under the Migratory Bird Treaty Act (MBTA). Mitigation Measure 3.2-3 would require that project activities commence during the nonbreeding season, preconstruction surveys, and a buffer zone be erected. With implementation of this mitigation, impacts would be **less than significant**.

Biological Resources Impact 3.2-4: Impacts on Special-status Bat Species

Construction and operation of a level II infill correctional facility could result in mass displacement, injury, and mortality of pallid bats or Townsend's big-eared bats from direct physical harm to individuals or from untimely roost abandonment. Mitigation Measure 3.2-4 involves preconstruction surveys and development of a mitigation program addressing compensation, exclusion methods, and roost removal procedures by a qualified biologist in consultation with CDFW. With implementation of this mitigation, impacts would be **less than significant**.

Biological Resources Impact 3.2-5: Streambed Alteration

The loss or degradation of 0.02 acre of seasonal stream habitat regulated under Section 1602 of the Fish and Game Code. Mitigation Measure 3.2-5 involves providing written notification to CDFW describing the proposed activity and potentially obtaining a streambed alteration agreement from CDFW and conducting project construction activities in accordance with the agreement. With implementation of this mitigation, impacts would be **less than significant**.

Biological Resources Impact 3.2-6: Impacts on Wetlands and Other Waters of the United States

Construction and operation of a level II infill correctional facility would result in impacts to approximately 0.25 acre of wetlands and other waters of the United States. Mitigation Measure 3.2-6 would involve wetland delineation reports, a report of discharge with the RWQCB, and implementation of conditions of Section 404 and 401 permits to ensure no net loss of functions and acreage of waters of the United States and waters of the state. With implementation of this mitigation, impacts would be **less than significant**.

Biological Resources Impact 3.2-7: Mortality of Wildlife Species from the Lethal Electrified Fence

Sensitive species that could be killed by the proposed electrified fence at the infill site include American kestrel, great-horned owl, and sharp-shinned hawk. Common native species likely to be killed by the LEF for the proposed project include house finch, western bluebird, yellow-rumped

warbler, lesser goldfinch, Brewer's blackbird, western kingbird, and brown-headed cowbird. Mitigation Measure 3.2-7 includes minimization of vegetation and standing water in the vicinity of the electrified fence perimeter, vertical netting, anti-perch wiring, a monitoring program, and habitat compensation. With implementation of this mitigation, impacts would be **less than significant**.

Cultural Resources Impact 3.3-2: Impacts on Archaeological Resources

No historically significant archaeological resources have been discovered or are known to occur within the boundaries of or in the vicinity of the infill site. While the potential for encountering archaeological resources at the infill site is considered low, disturbing previously undiscovered or unrecorded archaeological resources could result in a substantial adverse change in the significance of the archaeological resource. Mitigation Measure 3.3-2 involves implementation of a plan to address discovery of unanticipated buried cultural resources and to preserve and/or record those resources consistent with appropriate laws and requirements. With implementation of this mitigation, impacts would be **less than significant**.

Cultural Resources Impact 3.3-3: Impacts on Human Remains

No human remains have been discovered or are known to occur within the boundaries of the vicinity of the infill site. Further, no portion of the infill site extends into the Folsom Inmate Cemetery, located to the east. While the potential for encountering human remains at the infill site is considered low, construction activities could result in disturbance of previously unknown human remains. Mitigation Measure 3.3-3 requires coordination between the MLD and CDCR with the assistance of an archaeologist to minimize or eliminate adverse impacts on undiscovered human remains resulting from construction activities. With implementation of this mitigation, impacts would be **less than significant**.

Hazards and Hazardous Materials Impact 3.6-2: Site Contamination Impacts

Construction workers could potentially be exposed to hazardous wastes or materials, including asbestos containing materials, lead-based paints and PCBs, during demolition and removal of the building components. Mitigation Measure 3.6-2a includes the preparation of a focused Phase II Environmental Site Assessment and any necessary remediation. Mitigation Measure 3.6-2b involves the preparation of a hazardous materials specification for the abatement of the asbestos containing materials and lead-based paints. With implementation of these mitigation measures, impacts would be **less than significant**.

Hazards and Hazardous Materials Impact 3.6-3: Known Hazardous Materials Site Impacts

Remnant contaminated soils could be disturbed during demolition and site grading. Mitigation Measure 3.6-3 is to implement Mitigation Measure 3.6-2. With implementation of this mitigation, impacts would be **less than significant**.

Hydrology and Water Quality Impact 3.7-2: Stormwater System Impacts

The potential increase in impervious land would increase runoff into the existing drainage network resulting in on- and offsite flooding and erosion and could exceed the capacity of existing detention basins that attenuate peak flows. Mitigation Measure 3.7-2 requires that final drainage plans be completed to demonstrate that all runoff will be appropriately conveyed through the infill site and not leave the site at rates exceeding pre-development runoff conditions. With implementation of this mitigation, impacts would be **less than significant**.

Transportation Impact 3.11-1: Impacts on Intersection Operations

Implementation of a level II infill correctional facility would result in the unacceptable degradation of intersection operations during the p.m. peak hour at the Folsom Lake Crossing/North Prison

Access and Folsom-Auburn Road/Folsom Lake Crossing intersections. Mitigation Measure 3.11-1a involves the optimization of signal timings at the Folsom-Auburn Road/Folsom Lake Crossing intersection while Mitigation Measure 3.11-1b involves providing a right-turn pocket on the northbound approach of the North Prison Access as it intersects with Folsom Lake Crossing. However, feasible mitigation is not available that would improve impacts associated with left-turn movements at the intersection of Folsom Lake Crossing/North Prison Access because signal warrants would not be met, meaning a traffic signal at this location would create greater traffic impacts than it would resolve. Therefore, even with implementation of the aforementioned mitigation measures, impacts would be **significant and unavoidable**.

Transportation Impact 3.11-5: Construction-Related Traffic Impacts

Construction traffic could result in substantial short-term traffic impacts on several local intersections including Folsom-Auburn Road/Folsom Lake Crossing, E. Natoma Street/Folsom Prison Road/Hancock Drive, Natoma Street/Riley Street, and E. Natoma Street/Green Valley Road/Blue Ravine Road. Mitigation Measure 3.11-5 requires preparation of a construction traffic management plan in consultation with the applicable transportation entities, including Caltrans for state and federal roadway facilities and the City of Folsom. With implementation of this mitigation, impacts would be reduced, however would remain **significant and unavoidable**. No feasible mitigation or alternatives are available to reduce trips to the point a significant impact would be avoided.

Transportation Impact 3.11-6: Cumulative Impacts on Intersection Operations

Implementation of a level II infill correctional facility would result in the unacceptable degradation of intersection operations under cumulative conditions during the a.m. and p.m. peak hours at the Folsom Lake Crossing/North Prison Access intersection. Mitigation Measure 3.11-1b involves providing a right-turn pocket on the northbound approach of the North Prison Access as it intersects with Folsom Lake Crossing. However, feasible mitigation is not available that would improve impacts associated with left-turn movements at the intersection of Folsom Lake Crossing/North Prison Access because signal warrants would not be met, meaning a traffic signal at this location would create greater traffic impacts than it would resolve. Therefore, even with implementation of the aforementioned mitigation measures, impacts would be **significant and unavoidable**.

Transportation Impact 3.11-7: Cumulative Impacts on Roadway Segment Operations

Implementation of a single, level II infill correctional facility at the FSP/SAC Infill Site would add traffic to two roadway segments (Folsom Lake Crossing and E. Natoma Street, east of Folsom Lake Crossing) that are projected to operate at unacceptable LOS under cumulative conditions. No feasible mitigation is available to improve traffic flows along these segments, and impacts would be **significant and unavoidable**. No feasible mitigation or alternatives are available to reduce trips to the point a significant impact would be avoided.

Visual Resources Impact 3.13-1: Substantial Degradation of a Scenic Vista

Removal of onsite trees and vegetation would reduce the amount of screening of the facility from the American River Bike Trail. Mitigation Measure 3.13-1 includes using paint and other design elements on the building walls to blend the buildings with their surroundings and landscaping outside the secure perimeter to minimize direct line-of-sight views of the facility. With implementation of this mitigation, impacts would be reduced, however would remain **significant and unavoidable**. Because of constraints on where the project can be located (due to other development on the site), this visual resources impact cannot be avoided.

Visual Resources Impact 3.13-2: Visual Character Impacts

The level II infill correctional facilities would be visible in views from the American River Bike Trail and Folsom Lake Crossing Bridge. Mitigation Measure 3.13-2 is to implement Mitigation Measure 3.13-1, and although impacts would be reduced, they would remain **significant and unavoidable**. Because of spatial constraints within the state-owned grounds of FSP/SAC on where the project can be located (due to other development on the site), this visual resources impact cannot be avoided.

Visual Resources Impact 3.13-3: Light and Glare Impacts

The increased number of lighting sources would contribute to an increase in nighttime glare in adjacent neighborhoods and skyglow that could be viewed from offsite areas. No feasible mitigation is available, and the impact remains **significant and unavoidable**. Due to the need for appropriate security at the facility, light and glare impacts cannot be further reduced.

SIGNIFICANT IMPACTS ASSOCIATED WITH DEVELOPMENT OF A SINGLE FACILITY AT THE CMF/SOL INFILL SITE

Biological Resources Impact 3.2-1: Impacts on Special-Status Plants

Removal of annual grassland and ditch habitat could result in loss of pappose tarplant and showy rancheria clover if they are present. Mitigation Measure 3.2-1 would involve protocol level surveys, coordination with regulatory agencies, and a combination of preservation, relocation, and compensation. With implementation of this mitigation, impacts would be **less than significant**.

Biological Resources Impact 3.2-2: Impacts on Raptors

Destruction of active raptor nests, burrowing owl burrows, or disturbing nesting raptors, could result in nest abandonment by adult birds and abandonment of chicks and eggs, causing mortality. Mitigation Measure 3.2-2a would involve preconstruction surveys and avoidance in accordance with recommended CDFW buffers if active raptor nests are found. Mitigation Measure 3.2-2b, which is specific to potential burrowing owls located onsite, would involve preconstruction surveys to confirm presence/absence at the time of construction. If found to be present, CDCR would avoid burrows to the extent feasible during construction and, if unavoidable, would prepare and implement a mitigation and management plan in accordance with CDFW guidelines. With implementation of these mitigation measures, impacts would be **less than significant**.

Biological Resources Impact 3.2-3: Impacts on Migratory Birds

Development of a level II infill facility could result in direct destruction of active nests of birds protected under the MBTA, including loggerhead shrike. Mitigation Measure 3.2-3 would require vegetation removal to occur during the nonbreeding season to the extent feasible to reduce the likelihood of destruction of migratory bird nests. It would also require preconstruction surveys to identify active nests and measures to avoid or minimize disturbances of active nests so that development of a level II infill facility would not result in nest abandonment and loss of eggs or young. With implementation of this mitigation, impacts would be **less than significant**.

Biological Resources Impact 3.2-4: Impacts on Western Pond Turtle

Fill of approximately 1.5 acres of drainage ditches that could be occupied by western pond turtle, a California species of concern, would result in the loss of pond turtles. Mitigation Measure 3.2-4 would require that the drainage ditches be filled when dry, or that ditches be dewatered, or that pond turtles be relocated. With implementation of this mitigation, impacts would be **less than significant**.

Biological Resources Impact 3.2-5: Impacts on Wetlands and Other Waters

Construction of a single, level II infill correctional facility would result in the loss of approximately 1.5 acres of federally protected waters of the United States and/or waters of the state. Mitigation Measure 3.2-5 would involve wetland delineation reports, a report of discharge with the RWQCB, and implementation of conditions of Section 404 and 401 permits to ensure no net loss of functions and acreage of waters of the United States and waters of the state. With implementation of this mitigation, impacts would be **less than significant**.

Biological Resources Impact 3.2-6: Mortality of Wildlife Species from the Lethal Electrified Fence

Sensitive species that could be killed by the proposed LEF at the infill site include American kestrel, red-tailed hawk, great horned owl, and loggerhead shrike. Common native species likely to be killed by the electrified fence include house finch, northern mockingbird, California ground squirrel, Brewer's blackbird, red-winged blackbird, and yellow-rumped warbler. Mitigation Measure 3.2-6 includes minimization of vegetation and standing water in the vicinity of the electrified fence perimeter, vertical netting, anti-perch wiring, a monitoring program, and habitat conservation. With implementation of this mitigation, impacts would be **less than significant**.

Cultural Resources Impact 3.3-1: Impacts on Archaeological Resources

Disturbing previously undiscovered or unrecorded archaeological resources could result in a substantial adverse change in the significance of the archaeological resource. Mitigation Measure 3.3-1 involves implementation of a plan to address discovery of unanticipated buried cultural resources and to preserve and/or record those resources consistent with appropriate laws and requirements. With implementation of this mitigation, impacts would be **less than significant**.

Cultural Resources Impact 3.3-2: Impacts on Human Remains

Construction activities could result in disturbance of previously unknown human remains. Mitigation Measure 3.3-2 requires coordination between the MLD and CDCR with the assistance of an archaeologist to minimize or eliminate adverse impacts on undiscovered human remains resulting from construction activities. With implementation of this mitigation, impacts would be **less than significant**.

Hazards and Hazardous Materials Impact 3.6-2: Site Contamination Impacts

Construction workers could be exposed to hazardous chemicals during construction activities, including groundwater contamination and contamination associated with historic remediation efforts in the area. Mitigation Measure 3.6-2 includes investigation of the extent to which soil and/or groundwater has been contaminated from past operations and preparation of a site plan that identifies any necessary remediation activities appropriate for development at the infill site. With implementation of this mitigation, impacts would be **less than significant**.

Hydrology and Water Quality Impact 3.7-2: Stormwater System Impacts

The potential increase in impervious land would increase runoff into the existing drainage network resulting in on- and offsite flooding and erosion and would require modification of the existing drainage infrastructure. Mitigation Measure 3.7-2 requires that final drainage plans be completed to demonstrate that all runoff will be appropriately conveyed through the infill site and not leave the site at rates exceeding pre-development runoff conditions. With implementation of this mitigation, impacts would be **less than significant**.

Noise Impact 3.9-1: Short-Term Construction-Generated Noise Levels

Construction activities would result in a substantial temporary or periodic increase in ambient noise levels. Mitigation Measure 3.9-1 would involve maintenance of construction equipment,

notification of sensitive receptors, construction activities between 7 a.m. and 6 p.m., and attaining consistency with the provisions of the City of Vacaville Municipal Code to reduce construction-generated noise levels by 5–10 dB at noise-sensitive receptors in the vicinity of the infill site. With implementation of this mitigation, impacts would be **less than significant**.

Transportation Impact 3.11-1: Impacts on Intersection Operations – Access Options 1 and 2

Development of a single, level II infill correctional facility would result in the unacceptable degradation of intersection operations during the p.m. peak hour at the Peabody Road/Cliffside Drive intersection. Mitigation Measure 3.11-1 involves the optimization of signal timings at the intersection of Peabody Road and Cliffside Drive during the p.m. peak hour. With implementation of these mitigation measures, impacts would be **less than significant**.

Transportation Impact 3.11-4: Construction-Related Traffic Impacts

Construction traffic could result in substantial short-term traffic impacts on several local intersections including: Alamo Drive and Merchant Street, Peabody Road and Elmira Road, Peabody Road and Cliffside Drive, Peabody Road and Hume Way/Berryessa Drive, Peabody Road and Marshall Road, Peabody Road and Alamo Drive, Peabody Road and California Drive, Peabody Road and Caldwell Drive, Peabody Road and Morning Glory Drive, and Peabody Road and Foxboro Parkway. Mitigation Measure 3.11-4 requires preparation of a construction traffic management plan in consultation with the applicable transportation entities, including Caltrans for state and federal roadway facilities and the City of Vacaville. With implementation of this mitigation, impacts would be reduced, however would remain **significant and unavoidable**. No feasible mitigation or alternatives are available to reduce trips to the point a significant impact would be avoided.

Transportation Impact 3.11-5: Existing plus Approved Projects Impacts on Intersection Operations

Implementation of a single, level II infill correctional facility would result in the degradation of intersection operations during the p.m. peak hour at the intersections of Peabody Road with Cliffside Drive, Caldwell Drive, Morning Glory Drive, and Foxboro Parkway under existing plus approved projects with a level II infill correctional facility conditions. With implementation of Mitigation Measure 3.11-1 (associated with Impact 3.11-1 above); Mitigation Measure 3.11-5a, which involves contributing traffic development impact fees for the improvement of the intersection of Peabody Road and Morning Glory Drive; and Mitigation Measure 3.11-5b, which would improve operations at the intersection of Peabody Road and Foxboro Parkway, impacts would be reduced. However, no feasible mitigation is available to reduce impacts to the intersection of Peabody Road and Caldwell Drive, and impacts would remain **significant and unavoidable**. No feasible mitigation or alternatives are available to reduce trips to the point a significant impact would be avoided.

Transportation Impact 3.11-7: Cumulative Impacts on Intersection Operations

Similar to what was discussed above for Impact 3.11-5, implementation of a single, level II infill correctional facility would result in the degradation of intersection operations during the p.m. peak hour at the intersections of Peabody Road with Cliffside Drive, Caldwell Drive, Morning Glory Drive, and Foxboro Parkway under cumulative plus level II infill correctional facility conditions. In addition, the intersection of Peabody Road and California Drive would also operate unacceptably in the p.m. peak hour. With implementation of Mitigation Measure 3.11-1 (associated with Impact 3.11-1 above); Mitigation Measures 3.11-5a and Mitigation Measure 3.11-5b (associated with Impact 3.11-5 above); and Mitigation Measures 3.11-7a and 3.11-7b, which would improve operations at the intersections of Peabody Road at Cliffside Drive and California Drive, impacts would be reduced. However, no feasible mitigation is available to reduce impacts to the intersection of Peabody Road and Caldwell Drive, and impacts would remain **significant and**

unavoidable. No feasible mitigation or alternatives are available to reduce trips to the point a significant impact would be avoided.

Visual Resources Impact 3.13-1: Substantial Degradation of a Scenic Vista

The dormitory structures and guard towers would partially obstruct views of the lower slopes of the Vaca Mountains, and the lighting standards would intrude on views of the ridgelines. Mitigation Measure 3.13-1 includes using paint and other design elements on the building walls to blend the buildings with their surroundings and landscaping outside the secure perimeter to minimize direct line-of-sight views of the facility. With implementation of this mitigation, impacts would be reduced, however would remain **significant and unavoidable.** Because of constraints on where the project can be located (due to other development on the site), this visual resources impact cannot be avoided.

Visual Resources Impact 3.13-2: Visual Character Impacts

The level II infill correctional facilities would be visible to residents walking or driving in the vicinity of the Peabody Road/Morning Glory Drive intersection or near Arlington Park at the intersection of Peabody Road and Foxboro Parkway. Mitigation Measure 3.13-2 is to implement Mitigation Measure 3.13-1, and although impacts would be reduced, they would remain **significant and unavoidable.** Because of constraints on where the project can be located (due to other development on the site), this visual resources impact cannot be avoided.

Visual Resources Impact 3.13-3: Light and Glare Impacts

The increased number of lighting sources would contribute to an increase in nighttime glare in adjacent neighborhoods and skyglow that could be viewed from offsite areas. No feasible mitigation is available, and the impact remains **significant and unavoidable.** Due to the need for appropriate security at the facility, light and glare impacts cannot be further reduced.

1.4 SUMMARY OF CUMULATIVE IMPACTS

Section 15130(a) of the CEQA Guidelines requires a discussion of the cumulative impacts of a project when the project's incremental effect is cumulatively considerable. Cumulatively considerable, as defined in CEQA Guidelines Section 15065(a)(3), means that the "incremental effects of an individual project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects."

CEQA Guidelines Section 15355 defines a cumulative impact as two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts. Cumulative impacts can result from individually minor but collectively significant projects taking place over a period of time.

The following provides a summary description of the cumulative impacts associated with development of level II infill correctional facilities at each infill site as evaluated in this EIR. The extent of the geographic area that may be affected by implementation of the projects varies depending on the resource under consideration. Unless otherwise noted, the discussion of cumulative impacts would apply to either a single facility or a complex for RJD and MCSP.

1.4.1 RICHARD J. DONOVAN CORRECTIONAL FACILITY

A discussion of regional cumulative impacts related to development of level II infill correctional facilities at RJD is discussed in Chapter 4, "Cumulative Impacts," of Volume 2 of this EIR, and potential statewide cumulative impacts, primarily greenhouse gas emissions, is discussed in Chapter 5 of this volume of the EIR. For most impacts, the development of level II infill correctional facilities at the RJD Infill Site would

not be considerable. However, based on the analysis contained in the aforementioned chapters, development of level II infill correctional facilities at the RJD Infill Site would result in significant and unavoidable cumulative impacts in the following areas: Greenhouse Gases (GHG) and Noise.

1.4.2 MULE CREEK STATE PRISON

A discussion of regional cumulative impacts related to development of level II infill correctional facilities at MCSP is discussed in Chapter 4, "Cumulative Impacts," of Volume 3 of this EIR, and potential statewide cumulative impacts, primarily greenhouse gas emissions, is discussed in Chapter 5 of this volume of the EIR. For most impacts, the development of level II infill correctional facilities at the MCSP Infill Site would not be considerable. However, based on the analysis contained in the aforementioned chapters, development of level II infill correctional facilities at the MCSP Infill Site would result in significant and unavoidable cumulative impacts in the following areas: Greenhouse Gases (GHG), Air Quality, Noise, and Transportation.

1.4.3 FOLSOM STATE PRISON/CALIFORNIA STATE PRISON, SACRAMENTO

A discussion of regional cumulative impacts related to development of level II infill correctional facilities at FSP/SAC is discussed in Chapter 4, "Cumulative Impacts," of Volume 4 of this EIR, and potential statewide cumulative impacts, primarily greenhouse gas emissions, is discussed in Chapter 5 of this volume of the EIR. For most impacts, the development of level II infill correctional facilities at the FSP/SAC Infill Site would not be considerable. However, based on the analysis contained in the aforementioned chapters, development of level II infill correctional facilities at the FSP/SAC Infill Site would result in significant and unavoidable impacts in the following areas: Greenhouse Gases (GHG), Air Quality, Transportation, and Visual Resources.

1.4.4 CALIFORNIA MEDICAL FACILITY/CALIFORNIA STATE PRISON, SOLANO

A discussion of regional cumulative impacts related to development of level II infill correctional facilities at CMF/SOL is discussed in Chapter 4, "Cumulative Impacts," of Volume 5 of this EIR, and potential statewide cumulative impacts, primarily greenhouse gas emissions, is discussed in Chapter 5 of this volume of the EIR. For most impacts, the development of level II infill correctional facilities at the CMF/SOL Infill Site would not be considerable. However, based on the analysis contained in the aforementioned chapters, development of level II infill correctional facilities at the CMF/SOL Infill Site would result in significant or significant and unavoidable cumulative impacts in the following areas: Greenhouse Gases (GHG), Transportation, and Visual Resources.

1.5 AREAS OF CONTROVERSY

Section 15123 of the State CEQA Guidelines requires the summary section of a DEIR to identify areas of controversy known to the Lead Agency, including issues raised by agencies and the public. The following issues, in no order of importance, are the controversial issues known to CDCR:

- ▲ the perceived need (or lack thereof) for level II beds,
- ▲ impacts to historic structures,
- ▲ impacts to biological species,
- ▲ water/wastewater infrastructure and capacity to support the proposed project,
- ▲ traffic impacts,
- ▲ lighting and visual impacts, and
- ▲ economic impacts.

Please see Chapter 2, "Introduction" for a more detailed discussion regarding areas of controversy (i.e. community/agency issues and concerns).

1.6 SUMMARY OF ALTERNATIVES

The following provides a summary description of the alternatives evaluated in this EIR. For a description of alternatives considered but not evaluated, please refer to Chapter 5 of Volume 1 of the EIR.

1.6.1 NO PROJECT ALTERNATIVE

Consistent with the State CEQA Guidelines (Section 15126.6(e)), this EIR evaluates a No Project Alternative. Under the No Project Alternative, no development or other improvement associated specifically with the Level II Infill Correctional Facilities Project would occur on any of the infill sites. Under the No Project Alternative, the infill sites would remain either undeveloped or continue operating as their existing supporting use (e.g. spray fields, firing range, etc.). No additional structures would be added to any of the infill sites. As mandated by SB 1022, the California Rehabilitation Center (CRC) would be closed no later than December 31, 2016 under this alternative. Under this alternative, CDCR's system-wide prison capacity would be reduced, jeopardizing CDCR's compliance with an order handed down by a Federal three-judge panel to meet specific occupancy capacities. Because the No Project Alternative would reduce capacity, CDCR could be forced to request an amendment to SB 1022 to continue operation of CRC until alternative construction projects are identified to replace CRC's capacity. Under the circumstances, an amendment to SB 1022 is considered highly unlikely.

As stated previously, the environmental analysis within this EIR related to the development of level II infill correctional facilities was conducted at four of the infill sites at an equal level of detail. At two of the infill sites, level II infill correctional facility complexes are evaluated. In all, the development of six level II infill correctional facilities was performed as part of this EIR, whereas the proposed project would only involve the development of three. Therefore, a no development alternative is included within Volumes 2 through 5 for each site for that particular site. However, not developing a particular infill site with level II infill correctional facilities would require selection of one of the remaining infill sites and would still be considered part of the proposed project. Therefore, because this EIR has already thoroughly evaluated six scenarios throughout the document and only three are required, the no development alternatives evaluated in Volumes 2 through 5 constitute a continuation of the proposed project and should not be interpreted as part of the No Project Alternative.

1.6.2 CIM LEVEL II INFILL CORRECTIONAL FACILITIES ALTERNATIVE

As noted above, SB 1022 authorized CDCR to potentially design and construct level II infill correctional facilities (single facility or complex) at CIM in Chino, California. However, in initiating evaluation of CIM, the level of engineering studies that would be required to accurately assess, if needed, modifications to the existing water treatment system (including adequacy of supply, storage and distribution) and the wastewater treatment system to design and construct a level II infill correctional facility would require a longer schedule than can feasibly be accommodated. As noted earlier, SB 1022 requires activation of the infill facilities by the end of 2016; there is no provision in this legislation to allow for a longer implementation schedule due to the need for additional infrastructure studies. For this reason, CIM is evaluated as a CEQA alternative, as opposed to a project alternative. Should the CDCR Secretary want to consider selection of CIM for development of a level II infill correctional facility additional information and more detailed, engineering and environmental studies (including additional CEQA compliance) would be required prior to approval of such a decision.

Under this alternative, CIM would be developed with either a single, level II infill correctional facility or a level II infill correctional facility complex. No structures at CIM that are directly associated with prison

operation would be removed or modified as part of this alternative. Development of level II infill correctional facilities would generally occur east of Facility B and southeast of the existing administration building. This site is currently used by California Polytechnic University, Pomona (Cal Poly Pomona) for agricultural purposes as part of an existing agreement with CDCR. The level II infill correctional facilities would be accessed via CIM's existing controlled access points along Merrill Avenue and development of the site would not require modification of CIM's existing roadway network.

1.6.3 ENVIRONMENTALLY SUPERIOR ALTERNATIVE

The No Project Alternative would be similar or environmentally superior to the proposed projects with respect to all environmental issues. However, the No Project Alternative would not attain any of the objectives of the proposed projects. CEQA requires (CCR Section 15126.6[e][2]) that if the environmentally superior alternative is the No Project alternative, another environmentally superior alternative shall be identified among the other alternatives.

Based on the environmental analysis contained within Volumes 2 through 5, development of a single, level II infill correctional facility at the RJD infill site would result in the least number of impacts of all the alternatives evaluated. However, selection of a single, level II infill correctional facility at RJD would require the selection of some combination of a single, level II infill correctional facility or a level II infill correctional facility complex at MCSP, a single facility at FSP/SAC, and/or a single facility at CMF/SOL, each of which would result in greater impacts than a single, level II infill correctional facility at the RJD Infill Site.

Comparatively, a level II infill correctional facility complex at RJD would result in incrementally greater impacts than a single facility at RJD. No additional significant and unavoidable impacts would occur, and the impacts associated with a level II infill correctional facility complex would be slightly greater with respect to air quality, biological resources, geology and soils, hazards and hazardous materials, hydrology and water quality, and transportation. The significant and unavoidable impact associated with construction traffic would remain under both alternatives. Therefore, for purposes of fulfilling the objectives of the proposed project, a level II infill correctional facility complex at RJD and a single, level II infill correctional facility at MCSP would be considered the environmentally superior alternative.

2 INTRODUCTION

This chapter provides the reader with an overview of the *Level II Infill Correctional Facilities Project* (proposed project); background on the purpose, focus, and use of the draft environmental impact report (DEIR); a summary of the public review and participation process; and a description of the terminology used herein. A detailed description of the project is provided in Chapter 3, “Project Description.”

2.1 PROJECT BACKGROUND

The California Department of Corrections and Rehabilitation (CDCR) houses male general-population inmates according to their security classification of minimum, low, medium, or high, in institutions identified as Levels I, II, III, and IV, respectively. For the past several decades, the State’s inmate population has expanded dramatically. In response to the need to address several problems resulting from the population expansion, CDCR developed a plan for future operations entitled *The Future of California Corrections* (CDCR 2012a). This “Blueprint,” as it is often called, is intended to streamline CDCR operations, reduce costs, and remove the need for federal oversight of the prison health care system. It also places a greater focus on rehabilitation through revision of the inmate classification system and a greater emphasis on providing rehabilitative programs that will prepare inmates to be productive members of society. The Blueprint states:

“For years, California’s prison system has faced costly and seemingly endless challenges. Decades-old class-action lawsuits challenge the adequacy of critical parts of its operations, including its health care system, its parole-revocation process, and its ability to accommodate inmates with disabilities. In one case, a federal court seized control over the prison medical care system and appointed a Receiver to manage its operations. The Receiver remains in place today. The state’s difficulty in addressing the prison system’s multiple challenges was exacerbated by an inmate population that—until recently—had been growing at an unsustainable pace. Overcrowded prison conditions culminated in a ruling last year by the United States Supreme Court ordering [CDCR] to reduce its prison population by tens of thousands of inmates by June 2013. At the same time that prison problems were growing, California’s budget was becoming increasingly imbalanced. By 2011, California faced a \$26.6 billion General Fund budget deficit, in part because [CDCR’s] budget had grown from \$5 billion to over \$9 billion in a decade.

To achieve budgetary savings and comply with federal court requirements, the Governor proposed, and the Legislature passed, landmark prison realignment legislation to ease prison crowding and reduce [CDCR’s] budget by 18 percent. Realignment created and funded a community-based correctional program where lower-level offenders remain under the jurisdiction of county governments. In the six months that realignment has been in effect, the state prison population has dropped considerably—by approximately 22,000 inmates. This reduction in population is laying the groundwork for sustainable solutions. But realignment alone cannot fully satisfy the Supreme Court’s order or meet [CDCR’s] other multi-faceted challenges.

[The Blueprint] builds upon the changes brought by realignment and delineates, for the first time, a clear and comprehensive plan for [CDCR] to save billions of dollars by achieving its targeted budget reductions, satisfying the Supreme Court’s ruling, and getting [CDCR] out from under the burden of expensive federal court oversight.” (CDCR 2012a)

CDCR’s realignment program has resulted in a dramatic reduction in inmate population. Table 2-1 depicts prison population changes since 2004. Especially noteworthy is a change in population since 2006, when population was 172,528 inmates; CDCR’s inmate population is now 132,935 (as of December 2012).

Table 2-1 Statewide Prison Population (2004–2012)

Year	Prison Population ¹	Percentage Change Compared to Previous Year
2004	163,939	--
2005	168,035	2.5%
2006	172,528	2.7%
2007	171,444	(0.6%)
2008	171,085	(0.2%)
2009	168,830	(1.3%)
2010	162,821	(3.6%)
2011	147,578	(9.4%)
2012	132,935	(9.9%)
Percent change in statewide prison population since 2004		(18.9%)

¹ Prison population statistics for each year are derived from the December monthly report of population prepared for that calendar year. Sources: CDCR 2005, 2006, 2007b, 2008, 2009, 2010, 2011, 2012b, 2013

However, as described above, realignment is one of several actions CDCR needs to pursue. The Blueprint addresses the adequacy of housing and programming, and this relates directly to the proposed project:

“The housing plan includes the deactivation and closure of the California Rehabilitation Center in Norco by June 2016 due to its age, dilapidated condition, and high operating costs....The impacts of realignment, along with the adjustments to the inmate classification score system, place new pressure on level II housing, rather than more expensive level III and IV populations. The inmate classification study requires certain level II offenders to be housed within an electrified perimeter fence. [CDCR] has level II dorm capacity at several of the original 12 institutions constructed before the 1980s, but these older dorm facilities are in poor condition and require extensive special repair and capital outlay construction to maintain their operation. They are often not enclosed within an electrified perimeter fence and are not conducive to housing inmates requiring disabled accessibility or intermediate medical care, which limits the types of inmates that can be safely and appropriately housed within them.

This plan includes the replacement of the inefficient capacity lost with the closure of the California Rehabilitation Center with new, more efficient level II dorm capacity at the DeWitt annex and up to three other existing prisons...These new facilities will use a flexible design originally developed for the substance abuse treatment program at the California Substance Abuse Treatment Facility and State Prison at Corcoran. This design includes program space conducive to multiple types of inmate programming including substance abuse, medical and mental health treatment, and academic programs...Each new facility will house approximately 800 inmates. Placing these new beds at existing facilities is more efficient because it takes advantage of the existing infrastructure and management of an established facility.”
(CDCR 2012a)

On June 27, 2012, Governor Edmund G. “Jerry” Brown, Jr., approved Senate Bill (SB) 1022, which amended the Public Safety and Offender Rehabilitation Services Act of 2007 to implement a key element of the Blueprint. Section 14 of SB 1022 authorizes and directs CDCR to:

“...design and construct three level II dorm facilities adjacent to one or more of the following institutions: Folsom State Prison (FSP); California State Prison, Sacramento (SAC); California Medical Facility (CMF); California State Prison, Solano (SOL); Mule

Creek State Prison (MCSP); California Institution for Men (CIM); and Richard J. Donovan Correctional Facility (RJD)... [T]hese facilities will be designed to provide flexible housing for various inmate subpopulations, including, but not limited to, those with disabilities, intermediate medical needs, or mental health treatment.”

SB 1022 specifies that these facilities would need to be constructed by 2016. The legislative summary states:

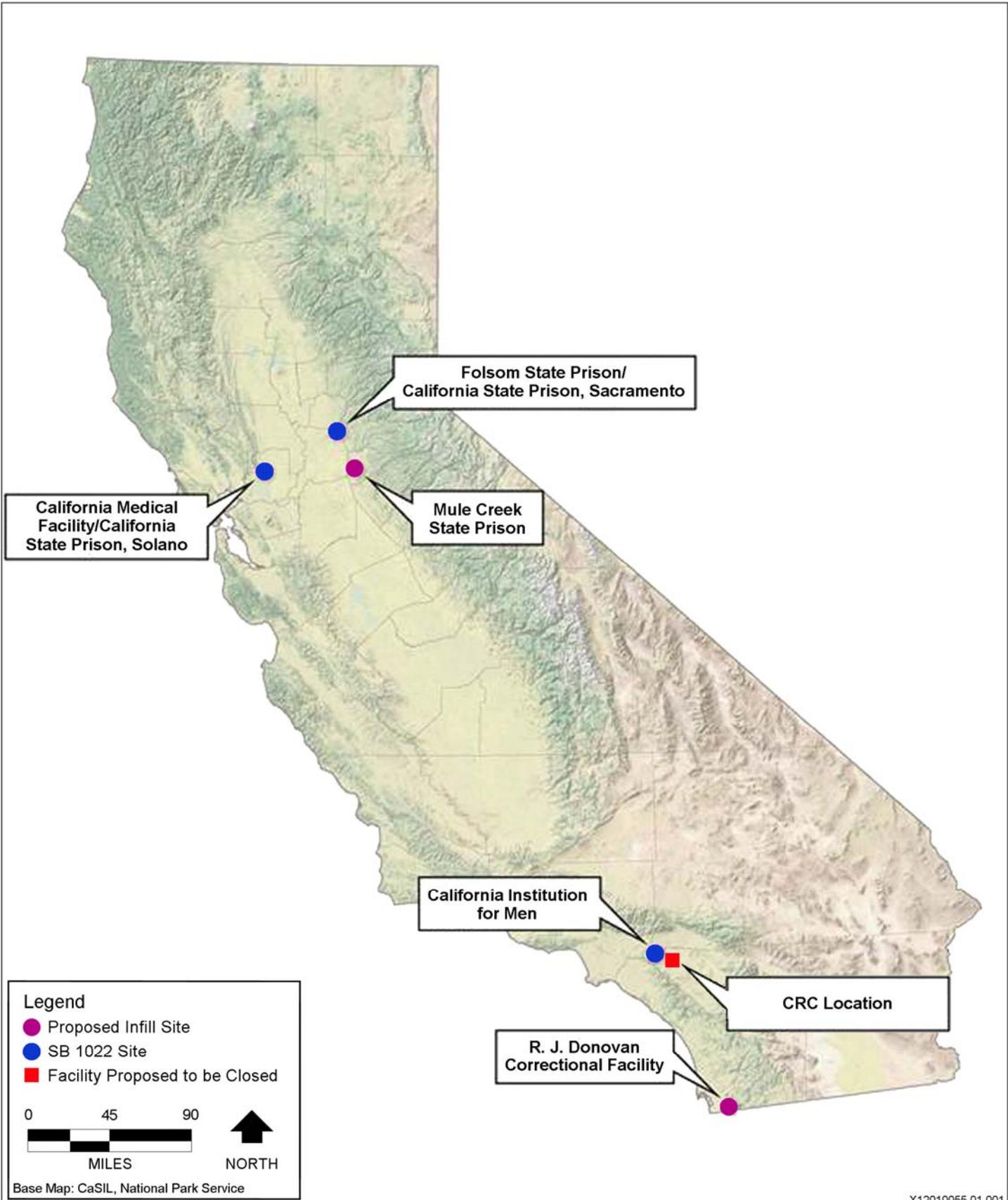
“The bill would... require the department, after completion of 3 Level II dorm facilities, to remove all inmates from, cease operations of, and close the California Rehabilitation Center in Norco, as specified.”

SB 1022 requires CDCR to remove all inmates from Norco and to close the facility no later than December 31, 2016, or six months after construction of the level II dorm facilities, whichever is earlier.

The seven existing prisons identified in the legislation are shown in Exhibit 2-1. Within these seven facilities, CDCR has identified five potentially feasible areas on which to construct new level II infill correctional facilities. These seven prisons all have an intermediate care level of medical services (there are four other prisons with that rating but they have no potential areas for additional level II bed facilities). These sites were initially selected based on a review of available underutilized or vacant land within existing CDCR prisons with an intermediate care rating that would avoid the need to acquire additional to build a new facility. The proposed level II facilities would meet all CDCR correctional facility design and security requirements, including the use of lethal electrified perimeter fencing to enhance community safety. Each new facility would be operated by and under the authority of the respective adjacent prison(s) consistent with the Legislature’s intent that the facilities provide flexible housing for various inmate subpopulations, including but not limited to those with disabilities, intermediate medical needs, or mental health treatment needs.

Depending on the amount of space potentially available at the five infill sites, CDCR may consider constructing and operating either three single, 792-bed correctional facilities or a single 792-bed facility and a complex that combines two 792-bed correctional facilities (a total of 1,584 beds). However, not all sites have space for a complex. Under either scenario, the legislation only authorizes the construction of up to a total of three level II correctional facilities at these five sites, for a total of 2,376 beds.

In addition to identifying the seven prisons, SB 1022 includes a provision that CDCR “shall notify the State Public Works Board of its proposed siting locations” for the infill projects. In accordance with Section 14 of SB 1022, CDCR notified the State Public Works Board (Board) of its proposed siting locations and respective project budgets, which were accepted by the Board at its September 14, 2012, meeting. The Board’s action adopted a proposal, which is evaluated as the proposed project herein, for the construction of a single 792-bed level II infill correctional facility on available vacant ground within the RJD Infill Site and a 1,584-bed, level II infill correctional facility complex on available land within the MCSP Infill Site. However, because the enabling legislation resulted in the identification of five potential infill sites within the grounds of seven prisons CDCR has prepared this EIR on the basis of providing equal analysis of the potential construction of proposed level II correctional facilities at all sites (RJD, MCSP, FSP/SAC, CIM, and CMF/SOL). CDCR subsequently determined that, with respect to CIM, the level of engineering studies that would be required to accurately assess the potential need for modifications to the existing water treatment system (including adequacy of supply, storage, and distribution) and the wastewater treatment system would require a longer schedule than can feasibly be accommodated by the proposed project within the legislative requirements of SB 1022. Therefore, the analysis of the CIM alternative site was not conducted at an equal level of analysis. Based on the approach and information contained in the EIR, CDCR may select any of the four remaining infill sites.



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Source: Adapted by Ascent Environmental 2013

Exhibit 2-1

CDCR Facilities and Locations under Consideration



Although SB 1022 also mandates the closure of California Rehabilitation Center, Norco (CRC)(no later than December 31, 2016, or within 6 months after construction of the three level II facilities, whichever is earlier), it does not authorize any modifications or improvements to this prison prior to its closure or afterward. The inmates currently located at this facility would be transferred to other CDCR prisons including the newly complete level II infill facilities. Upon closure of CRC, CDCR plans to secure and maintain the property until disposition plans are developed and legislative authority is secured to implement such plans. Exhibit 2-1 also shows the location of CRC.

2.2 PURPOSE AND INTENDED USE OF THE ENVIRONMENTAL IMPACT REPORT

The purpose of this DEIR is to evaluate the potential environmental effects of the proposed project, in conformance with the California Environmental Quality Act (CEQA) (Public Resources Code Sections 21000 *et seq.*) and the State CEQA Guidelines (California Code of Regulations Sections 15000 *et seq.*), as amended. CEQA requires that all State and local government agencies consider the environmental consequences of projects over which they have discretionary authority.

A DEIR is a public, informational document used in the planning and decision-making process. The DEIR assesses the environmental effects related to the planning, construction, and operation of a project and indicates ways to reduce or avoid possible environmental damage. The DEIR also discloses significant environmental impacts that cannot be avoided; any growth-inducing impacts of a project; effects found not to be significant; and significant cumulative impacts of past, present, and reasonably foreseeable future projects in combination with the impacts of the project. Mitigation has been recommended where feasible to reduce or avoid the project's impacts. These mitigation measures, including a description of the timing of implementation, agency responsibility, and monitoring requirements, will be described in a mitigation monitoring and reporting program (MMRP) document. Once the EIR is finalized, the MMRP will be prepared by CDCR for consideration along with the EIR and the project in the project approval process.

As an informational document for decision makers, a DEIR is not intended to recommend either approval or denial of a project. CEQA requires the decision makers to balance the benefits of a project against its unavoidable environmental risks. If environmental impacts are identified as significant and unavoidable (i.e., no feasible mitigation is available to reduce the impact to a less-than-significant level), CDCR may still approve the project if it believes that social, economic, or other benefits outweigh the unavoidable impacts. CDCR would then be required to state in writing the specific reasons for approving the project, based on information in the DEIR and other information in the administrative record. In accordance with Section 15093 of the State CEQA Guidelines, the document containing such reasons is called a "statement of overriding considerations."

2.3 LEAD, RESPONSIBLE, AND TRUSTEE AGENCIES AND APPLICABLE PERMITS

CDCR is the lead agency with primary authority for approval of the Level II Infill Correctional Facilities Project. Additional agencies (listed below) with potential permit authority over the project, depending on its location or elements thereof, will have the opportunity to review this document during the public and agency review period, and will use this information when considering the issuance of any permits required for the project.

Public agencies with discretionary authority, known permits, other approvals, or jurisdiction by law over resources related to the proposed project may include (but are not limited to) the agencies listed below. Each Chapter 1, "Introduction" of Volumes 2 through 5 identifies site-specific public agencies with discretionary authority, known permits, other approvals, or jurisdiction by law for each potential infill site.

2.3.1 LEAD AGENCY

- ▲ CDCR: Overall project approval, including certification of the adequacy of this EIR

2.3.2 FEDERAL AGENCIES (POTENTIAL PERMITTING AUTHORITY)

- ▲ Federal Aviation Administration: Evaluation of height obstructions for structures near an airport
- ▲ U.S. Army Corps of Engineers: Consideration of jurisdictional wetlands and/or water quality certification or waiver under Clean Water Act Sections 404 and/or 401
- ▲ U.S. Fish and Wildlife Service: Sensitive species review/permitting under the federal Endangered Species Act

2.3.3 STATE RESPONSIBLE AGENCIES

- ▲ California Department of Fish and Wildlife (formerly California Department of Fish and Game) (several regions): California Endangered Species Act review/permitting
- ▲ California Department of Forestry and Fire Protection (CAL FIRE): Consistency with State Responsibility Area fire prevention requirements and emergency access
- ▲ California Department of Toxic Substances Control: environmental site assessment
- ▲ California Department of Transportation (several districts): Potential encroachment permits
- ▲ California Department of Transportation, Division of Aeronautics: Compatibility with airport land use plans
- ▲ California Office of Historic Preservation: Project-related effects to cultural and historical resources
- ▲ California Public Utilities Commission: Approval of new power lines or upgrades to existing facilities
- ▲ Native American Heritage Commission: Project-related effects to known or potential Native American historic resources
- ▲ State Water Resources Control Board and Regional Water Quality Control Board (several regions): Permit actions potentially include stormwater management, wastewater treatment plant modification and operation, and potential Section 401 water quality certifications related to the Clean Water Act

2.3.4 LOCAL RESPONSIBLE AGENCIES

As the analysis within the DEIR involves five separate locations across the state, identification of potential local responsible agencies has been included as part of Volumes 2-5. Please refer to Chapter 1, "Introduction," in each volume for further clarification of the potential local responsible agencies associated with development of each infill site.

2.4 SCOPE OF THE DRAFT ENVIRONMENTAL IMPACT REPORT

According to Section 15143 of the State CEQA Guidelines, a lead agency must focus the DEIR's analysis of the significant environmental effects on the environment. CDCR used a variety of information to determine which issue areas could result in significant impacts on the environment. This information included field surveys of each potential infill site, review of project characteristics, review of comments submitted during agency consultation, and review of comments received on the Notice of Preparation (NOP) and during public scoping meetings.

An NOP was circulated to public agencies and members of the public on December 19, 2012, for a review period that concluded on February 4, 2013. The NOP notified the public that a DEIR was to be

prepared for the project and described the basic elements of the project and the scope of the environmental analysis that would be presented in the DEIR. The NOP also requested that public agencies and members of the public provide their comments on the scope and content of the DEIR that was to be prepared. Twelve public scoping meetings were held for the proposed project, beginning on January 14, 2013, and concluding on January 31, 2013. Scoping meetings were held in the vicinity of each potential infill site, at each of the five communities where new project facilities could be constructed, and in Norco (where CRC is located and would be closed). The NOP and comments received on the NOP are included in Appendix 1A.

2.4.1 COMMUNITY/AGENCY ISSUES AND CONCERNS

The following issues are known and/or were raised by agencies or interested parties during the NOP public review period with respect to the areas of concern associated with the proposed project:

- ▲ the perceived need (or lack thereof) for level II beds,
- ▲ impacts to historic structures,
- ▲ impacts to biological species,
- ▲ water/wastewater infrastructure and capacity to support the proposed project,
- ▲ traffic impacts,
- ▲ lighting and visual impacts, and
- ▲ economic impacts.

A more detailed synopsis of site-specific issues and areas of concern that were raised during the scoping process are included in each Chapter 1, "Introduction," of Volumes 2-5, corresponding to each site-specific analysis of potential physical environmental impacts. However, two of the issues raised in scoping will not be addressed in the impact analysis, as explained below:

- ▲ **The perceived need (or lack thereof) for level II beds:** This issue was raised primarily by individuals opposed to building new prison capacity throughout California. They expressed beliefs that alternatives to incarceration need to be explored (e.g., drug treatment, early release of the infirm/medically incapacitated); that recidivism needs to be reduced, thus reducing the need for more capacity; and that money for the project would be better spent on schools, job training, and crime prevention. CDCR supports many of these concepts. However, CDCR is obligated to provide housing for inmates at the direction of the legislature, including as set forth in SB 1022. While programs have succeeded in reducing the overall state prison population, more beds are needed to alleviate overcrowding and provide programming space for education, health care, and vocational training programs that will equip inmates with the tools needed for better success once they are released. Further, these comments relate to social issues and would not result in changes in physical environmental conditions. Therefore, they are not addressed further in this EIR.
- ▲ **Economic impacts:** Comments were raised suggesting that the project may adversely affect property values, that the project may bring inmate families into the area of the project, and that inmate families increase crime. CDCR commissioned a study in 2008 of the potential impacts of prisons on property values and crime rates, as well as various social and fiscal impacts resulting from inmate families relocating near prisons to be near inmates (CDCR 2008). The study focused on a prison in a rural area (Kern County) and an urban area (Vacaville, the location of one of the project sites considered in this EIR). No correlation was found between the communities with prisons (either before v. after construction of the prison or in comparison with other similar communities) and crime rates. Further, there was no evidence that property values were affected. (Anecdotally, many prisons are located in areas where relatively high-priced housing was subsequently constructed, including the City of Folsom, across from Folsom State Prison, and Larkspur, near San Quentin State Prison).

The study conducted surveys to identify the percentage of inmates' family members living in counties and cities that host specific prisons who moved there specifically to be near an inmate, and to identify any abnormal fiscal or social impacts caused by their presence. Overall, the study found that the percentage of inmates with family members who might have moved to be near the inmate at the four prisons studied was less than 0.5% of the total inmate population. The study concluded that, because the number of inmate families that moved to be near the inmate was small, the fiscal and social impact of such families can also be reasonably assumed to be small (CDCR 2008). There is no reason to anticipate that a greater number of families would move to be near inmates at any of the project sites under consideration in this DEIR because the facilities studied in 2008 are similar in nature and purpose to the proposed facilities discussed herein. The CDCR study concluded that the location of prisons within communities does not affect property values or crime rates, that a very small number of families move to be near an inmate, and that no evidence exists that inmate families are more prone to criminal behavior than the general population. This is predominantly a social/economic issue, and there is no information to suggest that this issue would lead to potentially significant impacts on the physical environment; therefore, it is not addressed further.

2.5 PUBLIC REVIEW AND PARTICIPATION PROCESS

Consistent with the requirements of CEQA, efforts have been made during the preparation of this DEIR to contact affected agencies, organizations, and individuals who may have an interest in the project. As described above, these efforts included the circulation of the NOP on December 19, 2012. A series of 12 scoping meetings were held during public review of the NOP. These were noticed and held in six separate locations across the state and in proximity to the proposed infill sites and CRC. The following list identifies the times and locations of public scoping meetings conducted for the proposed project:

- ▲ *R. J. Donovan Correctional Facility (RJD)*: On January 29, 2013, two meetings were held at 3:00 p.m. and 5:00 p.m. at City of Chula Vista Council Chambers, 276 Fourth Avenue, Chula Vista, CA 91910.
- ▲ *California Institution for Men (CIM)*: On January 30, 2013, two meetings were held at 3:00 p.m. and 6:00 p.m. at the Chaffey College Community Center, 5897 College Park Avenue, Chino, CA 91710.
- ▲ *Mule Creek State Prison (MCSP)*: On January 17, 2013, two meetings were held at 3:00 p.m. and 5:00 p.m. at the City of Lone Council Chambers, 600 South Church Street, Lone, CA 95640.
- ▲ *Folsom State Prison (FSP)/California State Prison, Sacramento (SAC)*: On January 14, 2013, two meetings were held at 3:00 p.m. and 5:00 p.m. at the Folsom Community Center, 52 Natoma Street, Folsom, CA 95630.
- ▲ *California Medical Facility (CMF)/California State Prison, Solano (SOL)*: On January 24, 2013, two meetings were held at 3:00 p.m. and 5:00 p.m. at the City of Vacaville Council Chambers, 650 Merchant Street, Vacaville, CA 95688.
- ▲ *California Rehabilitation Center, Norco (CRC)*: On January 31, 2013, two meetings were held at 3:00 p.m. and 5:00 p.m. at the City of Norco Council Chambers, 2870 Clark Avenue, Norco, CA 92860.

The NOP was also published to allow relevant agencies, organizations, and individuals to engage in early consultation and to assist in the preparation of this DEIR.

CDCR has filed a Notice of Completion with the State Clearinghouse of the Governor's Office of Planning and Research, indicating that this DEIR has been completed and is available for review and comment by the public. The public review period will last 45 days, beginning on June 21, 2013, and ending on August 8, 2013.

2.5.1 DEIR PUBLIC MEETINGS

10 public meetings on this DEIR will be held during the public review period. These meetings will be held at the following locations, dates, and times to receive oral and/or written comments on the document:

- ▲ *RJD*: On July 22, 2013, two meetings will be held at 3:00 p.m. and 5:00 p.m. at City of Chula Vista Council Chambers, 276 Fourth Avenue, Chula Vista, CA 91910.
- ▲ *MCSP*: On July 29, 2013, two meetings will be held at 3:00 p.m. and 5:00 p.m. at the City of Lone Council Chambers, 600 South Church Street, Lone, CA 95640.
- ▲ *FSP/SAC*: On July 17, 2013, two meetings will be held at 3:00 p.m. and 5:00 p.m. at the Folsom Community Center, 52 Natoma Street, Folsom, CA 95630.
- ▲ *CMF/SOL*: On August 1, 2013, two meetings will be held at 3:00 p.m. and 5:00 p.m. at the City of Vacaville Council Chambers, 650 Merchant Street, Vacaville, CA 95688.
- ▲ *CRC*: On July 23, 2013, two meetings will be held at 3:00 p.m. and 5:00 p.m. at the City of Norco Council Chambers, 2870 Clark Avenue, Norco, CA 92860.

A public Notice of Availability of the DEIR, which also includes the dates, times, and specific locations for the public meetings, has been published in the *Union-Times San Diego*, the *Inland Valley Bulletin*, the *Ledger Dispatch*, the *Folsom Telegraph*, and *The Reporter* newspapers.

2.5.2 WRITTEN COMMENTS

Comments on the DEIR may be made either in writing before the end of the comment period (5:00 p.m. on August 8, 2013) or orally at the aforementioned public meetings. Written comments should be mailed or e-mailed to the address provided below. After the close of the public comment period, responses to the comments received on the DEIR will be prepared and published. These responses, together with this DEIR, will constitute the Final EIR.

Please mail, e-mail, or fax comments on the DEIR by the deadline to:

California Department of Corrections and Rehabilitation
Facility Planning, Construction and Management
Project Management Branch
Attn: Robert Sleppy
9838 Old Placerville Road, Suite B
Sacramento, CA 95827
email: CDCR_infill@ascentenvironmental.com
fax (916) 255-1141

Copies of the DEIR can be reviewed at the locations listed below or at the website provided below. Technical studies can be reviewed at the CDCR address or online at the website provided below.

California Department of Corrections and Rehabilitation
Facility Planning, Construction and Management
Environmental Planning Section
9838 Old Placerville Road, Suite B
Sacramento, CA 95827

Available online at:
http://www.cdcr.ca.gov/Reports_Research/Environmental/index.html

San Diego Public Library
820 E Street
San Diego, CA 92101
(619) 236-5800

Chino Branch Library
13180 Central Avenue
Chino, CA 91710-4125
(909) 465-5280

Folsom Public Library
411 Stafford Street
Folsom, CA 95630
(916) 355-7374

James S. Thalman Chino Hills Branch Library
14020 City Center Drive
Chino Hills, CA 91709-5442
(909) 590-5380

San Ysidro Library
101 W. San Ysidro Boulevard
San Diego, CA 92173
(619) 424-0475

Ione Branch Library
25 East Main Street
Ione, CA 95640
(209) 274-2560

Cal Aero Preserve Academy Branch Library
15850 Main Street
Chino, CA 91708
(909) 606-2173

Vacaville Public Library – Town Square
1 Town Square Place
Vacaville, CA 95688
1-866-572-7587

Otay Ranch Branch Library
2015 Birch Road #409
Chula Vista, CA 91915
(619) 397-5740

Vacaville Public Library –
Cultural Center
1020 Ulatis Drive
Vacaville, CA 95688
1-866-572-7587

2.6 ORGANIZATION OF THE DRAFT ENVIRONMENTAL IMPACT REPORT

As noted in the Preface, this DEIR is organized into five separate volumes, as identified and described briefly below.

Volume 1 Project Overview and Summary—This volume summarizes the impacts for each potential infill housing facility evaluated in Volumes 2 through 5 and describes the proposed project and project alternatives to the Level II Infill Correctional Facilities Project. This volume also evaluates any potential physical environmental impacts associated with the closure of the California Rehabilitation Center, located in the City of Norco at 2870 Clark Avenue, Norco, CA 92860 (CRC), as well as summarizes the potential physical environmental impacts associated with project alternatives, including development of CIM with level II infill correctional facilities, and the potential cumulative impacts associated with development of the entire Level II Infill Correctional Facilities Project.

Volume 2 Site-Specific Level II Infill Correctional Facility at R. J. Donovan Correctional Facility—Volume 2 evaluates the potential impacts associated with development of an infill housing facility at the RJD Infill Site, located in South San Diego County at 480 Alta Road, San Diego, CA 92179.

Volume 3 Site-Specific Level II Infill Correctional Facility at Mule Creek State Prison—Volume 3 evaluates the potential impacts associated with development of an infill housing facility at the Mule Creek State Prison (MCSP) Infill Site located in the City of Ione at 4001 State Route 104, Ione, CA 95640.

Volume 4 Site-Specific Level II Infill Correctional Facility at Folsom State Prison/California State Prison, Sacramento/—Volume 4 evaluates the potential impacts associated with development of an infill housing facility at the FSP/SAC Infill Site, located in the City of Folsom at 300 Prison Road, Represa (Folsom), CA 95671.

Volume 5 Site-Specific Level II Infill Correctional Facility at California Medical Facility/California State Prison, Solano/—Volumes 5 evaluates the potential impacts associated with development of an infill housing facility at the CMF/SOL Infill Site, located in the City of Vacaville at 2100 Peabody Road, Vacaville, CA 95686.

Volumes 2-5 of the DEIR are similarly organized into chapters, as identified and described briefly below.

Chapter 1, “Introduction”: Chapter 1 describes the purpose and organization of each volume, as well as known community/agency issues and concerns related to development of each potential infill site.

Chapter 2, “Project Description”: Chapter 2 describes the project location, background, proposed actions by CDCR, project characteristics, and project objectives for each specific infill site. This chapter also describes project construction.

Chapter 3, “Environmental Setting, Thresholds of Significance, Environmental Impacts, and Mitigation Measures”: In a separate section for each environmental issue (e.g., Section 3.4, “Biological Resources”), this chapter describes the existing environmental setting, discusses the environmental impacts associated with project construction and operations, and identifies mitigation for significant impacts.

Chapter 4, “Cumulative Impacts”: This chapter discusses cumulative impacts that would result from the proposed project in combination with impacts from past, present, and reasonably foreseeable projects in the project area.

Chapter 5, “Other CEQA Sections”: The potential for the project to foster economic or population growth, or to remove obstacles to growth, is evaluated in Chapter 5. Project-level and cumulative impacts that cannot be mitigated to a less-than-significant level are also documented in this chapter.

Chapter 6, “References”: This chapter sets forth a comprehensive listing of all sources of information used in the preparation of the DEIR.

Appendices: The appendices contain various technical reports, letters, and other documentation summarized or otherwise used for preparation of the DEIR. Appendices for each volume are identified alphanumerically (i.e., Volume 2 appendices are Appendix 2A, 2B, and so on) and are provided in electronic format on a CD.

2.7 TERMINOLOGY USED IN THE DRAFT ENVIRONMENTAL IMPACT REPORT

This DEIR includes the following terminology to denote the significance of environmental impacts of the project:

Less-than-Significant Impact: A less-than-significant impact is one that would not result in a substantial and adverse change in the environment. This impact level does not require mitigation measures.

Significant Impact: Section 21068 of CEQA defines a significant impact as one that causes “a substantial, or potentially substantial, adverse change in any of the physical conditions within the area

affected by the project.” Feasible mitigation measures or alternatives to the project must be considered to reduce the magnitude of significant impacts to less-than-significant levels.

Potentially Significant Impact: A potentially significant impact is one that, if it were to occur, would be considered a significant impact as described above, but for which the occurrence of the impact cannot be definitely determined. For CEQA purposes, a potentially significant impact is treated as a significant impact.

Significant and Unavoidable Impact: A significant and unavoidable impact is a substantial adverse effect on the environment that cannot be feasibly mitigated to a less-than-significant level. A project with significant unavoidable impacts can still be approved, but CDCR would be required to prepare a statement of overriding considerations, in accordance with State CEQA Guidelines Section 15093, explaining the social, economic, or other benefits of the project that outweigh the significant environmental impacts.

Thresholds of Significance: Significance thresholds are criteria that define at what level impacts would be considered significant. A criterion is defined based on examples found in CEQA or the State CEQA Guidelines, scientific and factual data, the policy/regulatory environment of affected jurisdictions, professional judgment, and other factors.

2.8 TECHNICAL AND OTHER STUDIES CONSIDERED IN THIS DRAFT ENVIRONMENTAL IMPACT REPORT

Several studies or reports have been prepared in support of the analysis presented in this DEIR and are included in the appendices (on CD). In addition, the studies and reports that were prepared in connection with or that are applicable to the project are available for review at CDCR; Facility Planning, Construction and Management Construction Management; Environmental Planning Section; 9838 Old Placerville Road, Suite B; Sacramento, CA 95827.

3 PROJECT DESCRIPTION

This chapter presents a detailed description of the proposed Level II Infill Correctional Facilities Project (proposed project). The proposed project includes the development of level II infill correctional facilities and, if approved, would result in the construction of new facilities that would house up to 2,376 adult inmates on the grounds of and adjacent to existing California Department of Corrections and Rehabilitation (CDCR) prison facilities. This chapter describes CDCR's objectives related to the project, facility elements, proposed staffing, and the anticipated schedule for project construction.

CDCR proposes to construct and operate a 792-bed facility adjacent to Richard J. Donovan Correctional Facility (RJD) in southern San Diego County and a 1,584-bed facility adjacent to Mule Creek State Prison (MCSP) in Lone, California. These were selected as the proposed projects based on initial evaluations of available land and potential constraints associated with the five potential development sites. The development of these two facilities constitutes the proposed project within this Environmental Impact Report (EIR). However, as noted in Chapters 1 and 2 of this volume, Senate Bill (SB) 1022 requires CDCR to evaluate development of level II infill correctional facilities at five separate sites. Four of the five sites, including the two proposed sites at RJD and MCSP, have been evaluated at an equal, project-level analysis in this EIR; site-specific project description information is contained in Chapter 2 of the EIR volume for each infill site (i.e., Volumes 2 through 5). The fifth site associated with the California Institution for Men (CIM) has been evaluated as an alternative within this DEIR (refer to Chapter 5, "Alternatives" of Volume 1), but not at an equal-level as the proposed project. CDCR subsequently determined that, with respect to CIM, the level of engineering studies that would be required to accurately assess the potential need for modifications to the existing water treatment system (including adequacy of supply, storage, and distribution) and the wastewater treatment system would require a longer schedule than can feasibly be accommodated by the proposed project within the legislative requirements of SB 1022. Therefore, the analysis of the CIM alternative site was not conducted at an equal level of analysis. If CDCR were to select CIM for development with a level II infill correctional facility, additional analysis of potential environmental impacts would be required.

3.1 PROJECT OBJECTIVES

The primary and fundamental objective of the proposed Level II Infill Correctional Facilities Project is to fulfill the mandates of SB 1022 by providing additional level II prison housing, related support buildings, and inmate rehabilitative programming space adjacent to existing CDCR prison facilities. CDCR anticipates the need for these new facilities because proposed changes to its inmate classification criteria are expected to result in an increased number of level II inmates. The authorized facilities, according to Section 14(a)(4) of SB 1022, are intended "to provide flexible housing for various inmate[s]..., including, but not limited to, those with disabilities, intermediate medical needs, or mental health treatment needs."

The size of the proposed facilities was determined based on the inmate population goals of CDCR's plan for long-term operations, "The Future of California Corrections," also known as the CDCR Blueprint. The CDCR Blueprint states that each level II infill correctional facility "will house approximately 800 inmates" and will include program space for rehabilitation including "substance abuse, medical and mental health treatment, and academic programs" (CDCR 2012). Per the Blueprint, the additional level II infill correctional facilities "will use a flexible design originally developed for the substance abuse treatment program at the California Substance Abuse Treatment Center Facility and State Prison at Corcoran" (CDCR 2012). The Substance Abuse and Treatment Facility (SATF), which has been operational since 1997, is a state-of-the-art facility with a fully proven record of performance, including internal and external security, programming space, provision for medical needs, and

substance abuse prevention, while operating efficiently. As a result, design, construction and operations costs would be minimized and optimized, and the SATF design served as the basis for the budget authority contained in SB 1022. In fact, the budget approved in SB 1022 does not include any provisions for redesign of the facility, except as it relates to site planning (design issues unique to each site). The proposed project is based on the construction of three of the SATF-based dorm facilities, with each housing 792 inmates.

Further, as noted in Chapter 2, "Introduction" of this volume of the EIR, the legislative summary of SB 1022 specifically states that:

"[SB 1022] would... require the department, after completion of three Level II dorm facilities, to remove all inmates from, cease operations of, and close the California Rehabilitation Center in Norco, as specified."

Because SB 1022 requires closure of California Rehabilitation Center, Norco by the end of 2016, the construction and opening of three level II infill correctional facilities is required to maintain a similar schedule by SB 1022 in order to meet inmate housing needs Statewide.

The proposed infill facilities are intended to achieve the following additional objectives:

- ▲ Assist in meeting the goals of the CDCR plan, "The Future of California Corrections" (also known as the CDCR Blueprint), to improve state correctional facility operations in a fiscally responsible manner;
- ▲ Meet the goals of the Blueprint by constructing three level II dorms, each with a capacity of approximately 800 beds;
- ▲ Utilize vacant/underutilized property within two or three of seven identified existing prisons for the construction of secure level II correctional facilities;
- ▲ Use the existing staff resources and capacity of prison infrastructure within the seven subject prisons to minimize the cost of operating the additional level II correctional facilities while minimizing impacts to sensitive biological resources;
- ▲ Construct the facilities within the timeframe necessary to meet SB 1022 goals as they related to the timeframe for the closure of CRC Norco and the timely provision of Level II housing;
- ▲ Reduce CDCR's annual operational costs by replacing facilities that are outdated, have infrastructure deficiencies, and are costly to operate;
- ▲ Improve CDCR's ability to achieve its goal of providing rehabilitative programs, including substantive work, academic education, vocational training, and specialized treatment for California's inmate population; and,
- ▲ Design facilities to provide flexible housing for various level II inmate sub-populations.

3.2 PROJECT LOCATION

The following five existing CDCR prisons are currently under consideration for construction and operation of a level II infill facility under SB 1022. As noted previously, RJD and MCSP are considered the proposed sites for level II infill correctional facilities, while the other three sites would be considered alternatives to the proposed sites. The locations of these prisons are identified in Exhibit 2-1 of Chapter 2, "Introduction," of Volume 1 of the DEIR:

- ▲ RJD Infill Site – South San Diego County, 480 Alta Road, San Diego, CA 92179
- ▲ CIM Infill Site – 14901 Central Avenue, Chino, CA 91710
- ▲ MCSP Infill Site – 4001 State Route 104, Lone, CA 95640

- ▲ Folsom State Prison (FSP)/California State Prison, Sacramento (SAC) Infill Site – 300 Prison Road, Represa (Folsom), CA 95671 (Note: The potential infill site is situated between FSP and SAC)
- ▲ California Medical Facility (CMF)/California State Prison, Solano (SOL) Infill Site – SOL is at 2100 Peabody Road, Vacaville, CA 95696; CMF is at 1600 California Drive, Vacaville, CA 95686 (Note: The potential infill site is situated between SOL and CMF)

These are the only five sites that can be considered for construction of new level II correctional facilities under the enabling legislation. A detailed description of each of these sites, with the exception of CIM, is provided in Chapter 2 of the EIR volume for each site (i.e., Volumes 2 through 5). As noted previously, CIM is not evaluated at an equal, project-level analysis.

3.3 DESCRIPTION OF PROPOSED PROJECT

The proposed Level II Infill Correctional Facilities Project would involve the construction of a total of 2,376 infill beds and associated accessory uses at two or three sites listed in Section 3.2. As described in Chapter 2, depending on the amount of space potentially available at the five infill sites, CDCR may consider constructing and operating either three single, 792-bed correctional facilities or a single 792-bed facility and a complex that combines two 792-bed correctional facilities (a total of 1,584 beds). Because of space constraints, only the single facility infill option could be accommodated at the CMF/SOL and FSP/SAC Infill Sites. The other three prisons (RJD, CIM, and MCSP) could accommodate either a single, level II infill correctional facility or a level II infill correctional facility complex, and both options are evaluated at each of these sites. There are no plans to combine three, 792-bed level II facilities at one of the alternative sites.

As noted in Chapter 2, “Introduction” of this volume of the DEIR, SB 1022 includes a provision that CDCR “shall notify the State Public Works Board of its proposed siting locations” for the infill projects. In accordance with Section 14 of SB 1022, CDCR notified the State Public Works Board (Board) of its proposed siting locations and respective project budgets, which were accepted by the Board at its September 14, 2012 meeting. The Board’s action adopted a proposal for the construction of one level II infill correctional facility (792 beds) on vacant ground within the RJD Infill Site and a level II infill correctional facility complex (1,584 beds) on available ground within the MCSP Infill Site. However, because the enabling legislation resulted in the identification of five potential infill sites within the grounds of seven prisons CDCR has prepared this EIR on the basis of providing equal analysis of the potential construction of level II correctional facilities at all sites (RJD, MCSP, FSP/SAC, CIM, and CMF/SOL). As noted later in Chapter 5 of this volume of the EIR, the analysis of the CIM alternative site has not been conducted at an equal level of analysis due to limitations of existing infrastructure information. Based on the approach and contained herein, CDCR may select any of the four remaining infill sites without necessitating subsequent analysis under CEQA.

Although the new level II facilities would be operated by and under the authority of the respective adjacent prison(s), each facility would be independent and self-contained, with all necessary related support buildings and inmate programming space to meet the needs of various inmates, including, but not limited to, those with disabilities, intermediate medical needs, and mental health treatment needs. The characteristics of the housing, infrastructure, and support buildings are described in detail below. The specific characteristics of a single facility are described first, followed by those of a complex. The project elements that would be the same with either a single facility or a complex, such as lighting or electrified fencing, are described last.

3.3.1 SINGLE, LEVEL II INFILL CORRECTIONAL FACILITY

Exhibit 3-1 identifies a prototype design for a single, level II infill correctional facility. The current design of the facility at the RJD Infill Site as part of the proposed project differs from the prototype design slightly in terms of building orientation and site design, although the components of a single, level II infill

correctional facility would be the same. Please refer to Chapter 2 of Volume 2 for a more detailed description of the site plan of the proposed single, level II infill correctional facility at the RJD Infill Site.

As shown in Exhibit 3-1, a single, level II infill correctional facility would generally be pentagonal in shape, cover approximately 35 acres, and include three separate housing units and associated support structures. Additionally, up to 20 acres of land would be temporarily disturbed during construction activities. (Note: The site acreage required would depend on site-specific considerations; please refer to Volumes 2 through 5 for the specific acreage required at each potential infill site.)

HOUSING UNITS

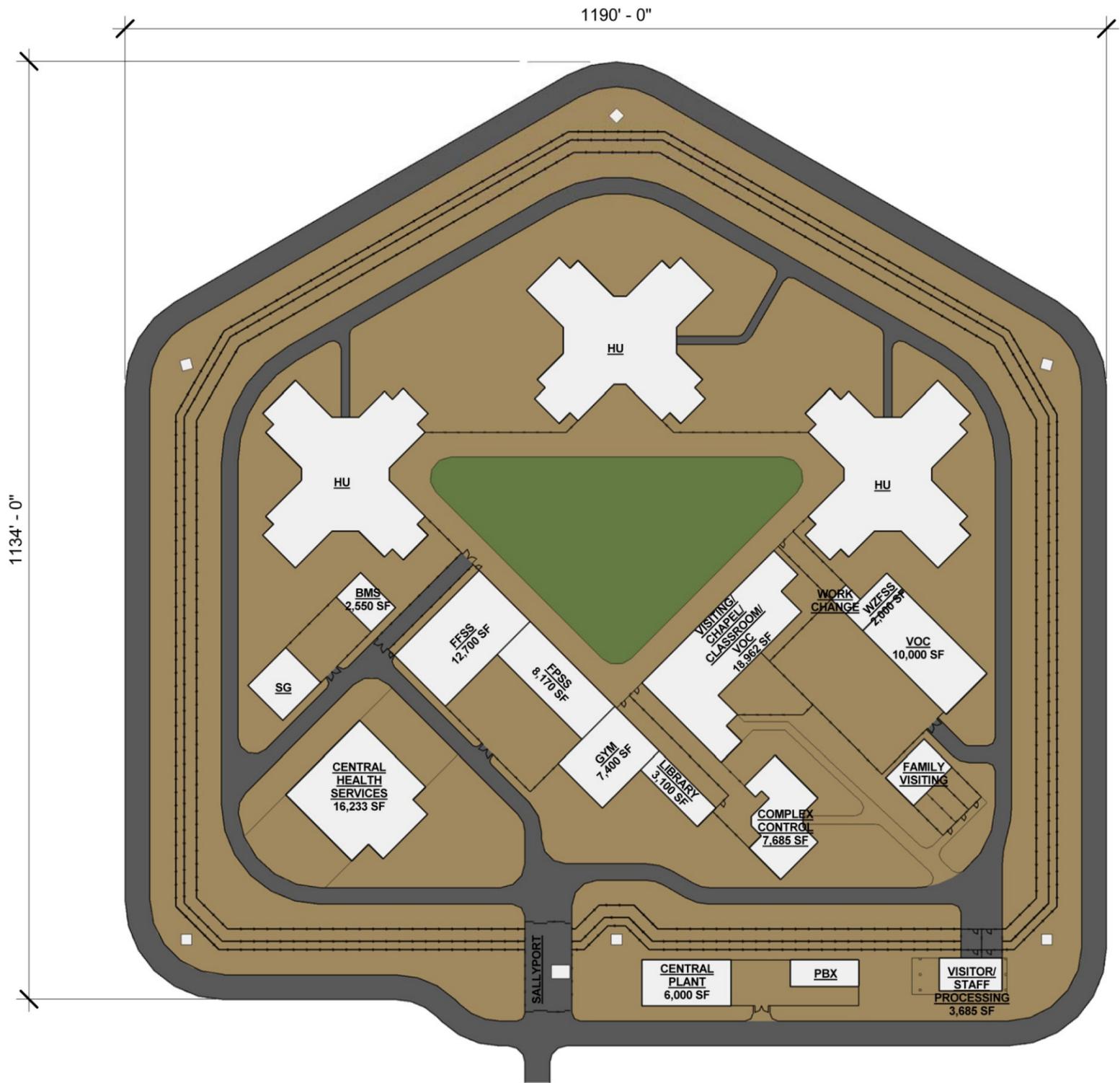
As illustrated in Exhibit 3-1, a single, level II facility would include three housing units. Each housing unit would be approximately 40,000 gross square feet (gsf) in size with an operational capacity of approximately 264 level II beds per structure, for a total of 792 level II beds in a single infill facility. Each housing unit would be approximately 26 feet tall. A communal recreational area would be located centrally between the housing units.

“Operational capacity” refers to the inmate capacity of a particular facility, taking into account the capacity of supporting programs (such as education, vocational, and medical programs) to serve the inmate population. This term differs from the design capacity discussed in Chapter 2, “Introduction,” of this volume in that it focuses on the capacity of a correctional facility as a whole rather than only on available space for a bed.

SUPPORT FACILITIES

The total estimated floor area for a single facility would be 257,916 gsf, of which an estimated 90,000 gsf would be program space. As labeled in Exhibit 3-1, a single infill facility would include the following accessory and support structures and inmate programming space:

- ▲ Visitor/Staff Processing Facility,
- ▲ Family Visiting Area,
- ▲ Work Change,
- ▲ Housing Units (HU),
- ▲ Work Zone Food Service Satellite (WZFSS),
- ▲ Vocational Education Building (VOC),
- ▲ Chapel/Academic Education Classroom/Hobby Handicraft Area,
- ▲ Gymnasium,
- ▲ Library,
- ▲ Facility Program Support Services (FPSS),
- ▲ Facility Food Service Satellite (FFSS),
- ▲ Volatile and Hazardous Waste Storage (SG),
- ▲ Building Maintenance Satellite (BMS),
- ▲ Central Health Service,
- ▲ Central Control Complex,
- ▲ Possibly buildings to support Prison Industry Authority (PIA) enterprises (not shown), and
- ▲ Phone systems (PBX).



① SITE PLAN
1" = 160'-0"

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Source: CDCR 2012, adapted by Ascent Environmental 2012

Exhibit 3-1

Single Facility Conceptual Design



STAFFING

Staff at a single facility would include correctional officers, medical and mental health personnel, vocational and educational staff, facility maintenance personnel, and administrative support staff. Approximately 193 staff members would be employed at a single, level II infill facility. Table 3-1 identifies projected prison employment levels by work shift.

Table 3-1 Estimated Staffing for a Infill Facility		
Work Shift	Time	Projected New Staff¹
Custody (Correctional Staff)		
First Watch	10:00 p.m.–6:00 a.m.	16
Second Watch	6:00 a.m.–2:00 p.m.	57
Third Watch	2:00 p.m.–10:00 p.m.	31
Subtotal		104
Support (e.g., Education/Vocation, Food Service, Medical/Dental, Utility, Administrative)		
First Shift (Limited to medical/food service staff)	10:00 p.m.–6:00 a.m.	2
Second Shift	8:00 a.m. – 5:00 p.m.	81
Third Shift (Limited to medical/food service staff)	2:00 p.m.–10:00 p.m.	6
Subtotal		89
Total Staff		193
Source: CDCR 2013		
¹ The estimated support staffing numbers would be lower on weekends than on weekdays.		

PARKING

The number of parking spaces required is based on a combination of the staff totals for the second and third watches (Table 3-1) plus an estimate of the number of visitors the facility would receive based on the facility's population. CDCR evaluated existing facilities across the state and determined that approximately 15 percent of inmates received a visitor on a given weekend/holiday visitation day (inmate visitation is restricted to weekends and major holidays). Therefore, allowing for 15 percent visitation, a single facility would include no fewer than 207 (88 staff plus 119 visitor) parking spaces. Refer to the facility site plans in Chapter 2 of Volumes 2 through 5 for the proposed locations of surface parking at each potential single infill site.

3.3.2 LEVEL II INFILL CORRECTIONAL FACILITY COMPLEX

Exhibit 3-2 identifies a prototype design for a level II infill correctional facility complex. The current design of the complex at the MCSP Infill Site as part of the proposed project differs from the prototype design slightly in terms of building orientation and site design, although the components of a single, level II infill correctional facility would be the same. Please refer to Chapter 2 of Volume 2 for a more detailed description of the site plan of the proposed single, level II infill correctional facility at the RJD Infill Site.

As shown in Exhibit 3-2, a level II infill correctional facility complex would cover approximately 55 acres and would include six separate dormitory housing units (three on either side of the proposed facility) with 264 level II beds per structure for a total of 1,584 level II beds. Additionally, up to 30 acres of land would be temporarily disturbed during construction activities. (Note: Required site acreage would depend on site-specific considerations; refer to Volumes 2 and 3 for the specific acreage required at each potential infill site for a complex.)

HOUSING UNITS

As illustrated in Exhibit 3-2, a level II infill correctional facility complex would include six dormitory-style housing units. Each housing unit would be approximately 40,000 gsf in size, with an operational capacity of approximately 264 level II beds per structure. Each housing unit would be approximately 26 feet tall. A community recreational area would be located centrally between the three housing units on each side of the facility.

SUPPORT FACILITIES

As shown in Exhibit 3-2, a level II infill correctional facility complex would have the same accessory and support structures and inmate programming space as the single facility with the exception of a dedicated structure for receiving and release (R&R) of inmates. However, some of these spaces would be larger to accommodate the larger inmate population. The complex would be 580,851 gsf in size, of which an estimated 124,000 gsf would be program space.

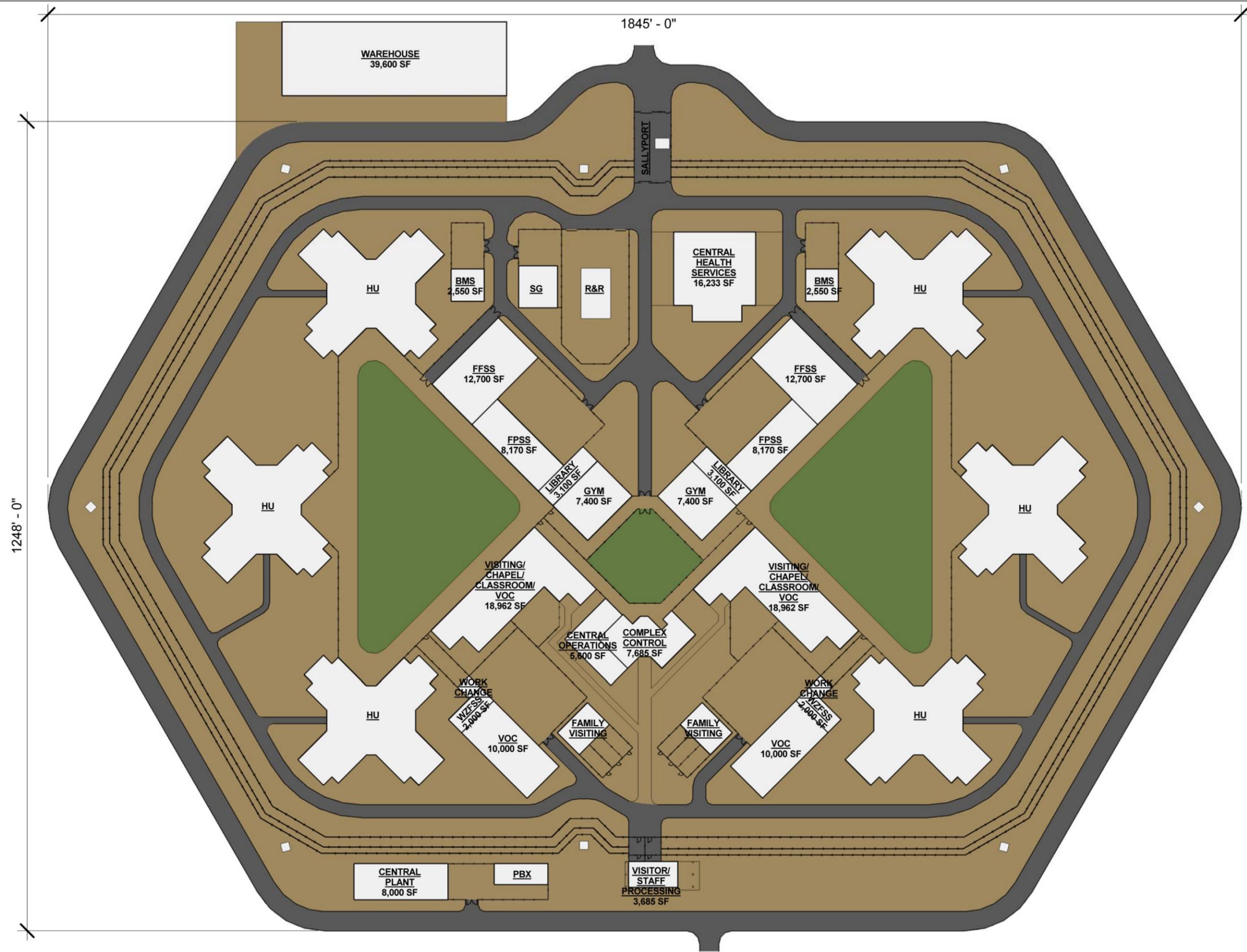
STAFFING

Staffing of a level II infill correctional facility complex, similar to a single facility, would include correctional officers, medical and mental health personnel, vocational and educational staff, facility maintenance personnel, and administrative support staff. As detailed in Table 3-2, an estimated 377 staff members would be employed at a complex.

PARKING

As with the single facility, the number of parking spaces required is based on a combination of the staff totals for the second and third watches (Table 3-2) plus an estimate of the number of visitors the facility would receive based on the facility's population. Using the same estimate of 15% visitation on a given weekend holiday visitation day, a level II infill correctional facility complex would include no less than 417 (179 staff plus 238 visitor) parking spaces. Refer to the facility site plans in Chapter 2 of Volumes 2 through 4 for the proposed locations of surface parking at each potential infill site for a complex.

Table 3-2 Estimated Staffing for a Level II Infill Correctional Facility Complex		
Work Shift	Time	Projected New Staff¹
Custody (Correctional Staff)		
First Watch	10:00 p.m.–6:00 a.m.	28
Second Watch	6:00 a.m.–2:00 p.m.	113
Third Watch	2:00 p.m.–10:00 p.m.	66
Subtotal		207
Support (e.g., Education/Vocation, Food Service, Medical/Dental, Utility, Administrative)		
First Shift (Limited to medical/food service staff)	10:00 p.m.–6:00 a.m.	7
Second Shift	8:00 a.m. – 5:00 p.m.	149
Third Shift (Limited to medical/food service staff)	2:00 p.m.–10:00 p.m.	14
Subtotal		170
Total Staff		377
Source: CDCR 2013		
¹ The estimated support staffing numbers would be lower on weekends than on weekdays.		



1 SITE PLAN
1" = 160'-0"

X12010055 01 003

Source: CDCR 2012, adapted by Ascent Environmental 2012

Exhibit 3-2

Complex Conceptual Design



3.3.3 COMMON PROGRAM ELEMENTS OF EITHER A FACILITY OR A COMPLEX

OPERATIONS

The proposed facilities would operate 24 hours a day, year-round, with three 8-hour shifts (watches) for custodial employees (correctional staff) as follows:

- ▲ First Watch: 10:00 p.m.–6:00 a.m.
- ▲ Second Watch: 6:00 a.m.–2:00 p.m.
- ▲ Third Watch: 2:00 p.m.–10:00 p.m.

Most onsite support staff would work from 8:00 a.m. to 5:00 p.m. Visiting hours would typically be from 8:00 a.m. to 3:00 p.m. on weekends and certain holidays. Each facility is assumed to receive an estimated five truck deliveries per day of supplies and equipment.

PERIMETER ENCLOSURE AND ELECTRIFIED FENCE

Each level II infill correctional facility would be enclosed by double cyclone fencing with a lethal electrified fence located between the two. This perimeter fence would have guard towers (six towers for a single facility and eight towers for a complex) and a vehicle patrol. Two of the towers would be staffed 24 hours a day, while the remaining towers would only be staffed in the event that the lethal electrified fence is temporarily disconnected for maintenance/emergency purposes. The exterior cyclone fence would be 12 feet high with barbed-wire “standoff” and concrete post footings. The lethal electrified fence would be constructed consistent with CDCR’s standard design criteria, which include a continuous concrete grade beam. The interior fence would be 12 feet high with a continuous concrete grade beam. A clear zone (void of vegetation and structures) would be located between the exterior and interior fences. An electronic warning system would be mounted on the interior fence, and a 12-foot-wide paved road would surround the secured perimeter approximately 30 feet from the exterior fenceline. The electrified fence would discharge a lethal level of electricity upon contact. Passage through the secure perimeter would be controlled by an interlocked vehicle sally port and separate pedestrian sally port, as described below. Additionally, there would also be a site boundary fence consisting of 8 foot chain link at urban sites such as FSP/SAC and CMF/SOL or a 3-strand barbed wire fence at rural sites such as RJD and MCSP.

SALLY PORT

A single-vehicle sally port would provide secure vehicle access to and from each level II infill correctional facility. A sally port is a small, controlled space with two locked doors. The first door is unlocked, allowing the vehicle to enter the controlled space, and the first door is closed. After the first door is locked, the second door is unlocked and the vehicle proceeds through the second door. The second door is then closed and locked. Similarly, a pedestrian-only sally port would be located at a secondary location along the fencing and would provide pedestrian access to and from each level II infill correctional facility.

ONSITE CIRCULATION

Onsite circulation would be provided via internal roadways along the perimeter of the facility, inside and outside the lethal electrified fence, and to the housing buildings and several accessory structures, as shown in Exhibits 3-1 and 3-2.

PERIMETER PARKING PADS

Each level II infill facility would include parking pads on the perimeter road to allow security vehicles to park so that correctional officers can observe the site boundaries in case the lethal electrified fence is shut down or requires maintenance. The pads would cover approximately 300 sf, would be elevated 5 feet above ground level, and would consist of compacted dirt berms with sloped edges. One pad would be located on each side of the facility, except on the side with the sally port, and two pads would be located where any protrusions in the perimeter might otherwise obstruct clear sight lines.

LIGHTING

Three types of lighting fixtures would be installed at the infill sites: perimeter light standards, high-mast light standards, and pole- and wall-mounted lighting fixtures. Perimeter light standards and fixtures would be located 6 feet inside the site perimeter fence and spaced 80 feet apart along the facility perimeter. The perimeter light standards would be 30 feet tall with fixtures mounted at the top and angled downward and inward toward the facility and perimeter security zones.

High-mast lighting would be installed in the interior yard of the level II facility. The high-mast lighting standards would be a maximum of 100 feet tall with self-lowering devices for maintenance.

Other onsite lighting would be installed to illuminate parking lots, circulation roads, internal site features, and courtyards. This lighting would be in the form of high-pressure sodium lights on 35-foot-tall poles, similar to typical retail parking lot lighting, or mounted on building exterior walls.

UTILITIES

The following is a general discussion of the necessary utility systems for the proposed level II infill facilities. Site-specific details on existing utility infrastructure and capacity are provided in Chapter 2 and Section 3.12 of Volumes 2 through 5.

STORMWATER DRAINAGE

Although CDCR is committed to removing any unneeded paving or similar impermeable coverage at the proposed infill sites, it is anticipated that implementation of this project would result in a net increase in impervious surfaces at the selected infill sites. CDCR will comply with all federal and state requirements to prevent contaminants entering stormwater and onsite erosion during construction. These requirements include securing appropriate regulatory approvals from the State Water Resources Control Board (SWRCB) and the applicable Regional Water Quality Control Board (RWQCB) to obtain a statewide National Pollutant Discharge Elimination System (NPDES) stormwater permit for general construction activity (SWRCB Order 2009-0009-DWQ), and any other necessary site-specific waste discharge requirements (WDRs) or waivers under the Porter-Cologne Act.

Storm drainage facilities would be designed for each infill site and would be sized to accommodate both pre- and post-project stormwater volumes, consistent with State and local requirements. These facilities would be connected into the existing storm drainage network at each site. Specific details on the storm drainage system for each site are provided in Chapter 2 of Volumes 2 through 5.

WATER

CDCR intends to secure potable water from the appropriate public entity at each infill site and may use existing onsite wells for non-potable irrigation, where available. Existing potable water infrastructure would be used wherever possible. Specific details on the water demands and facilities for each site are described in Section 3.12 of Volumes 2 through 5.

WASTEWATER

CDCR intends to secure wastewater conveyance and treatment capacity from the appropriate public entity at each infill site and may use existing onsite sewage disposal facilities, where available. Existing sewer lines at each location would be utilized to the greatest extent possible. Specific details on the wastewater system facilities for each site are described in Section 3.12 of Volumes 2 through 5.

ELECTRICITY AND NATURAL GAS

The proposed development of level II infill facilities at any of the five contemplated sites would involve the construction of additional power lines that would connect the potential infill facility to existing distribution lines. This may include the installation of some onsite electrical facilities (e.g., transformers, switches) Potential natural gas facilities would include connections to existing utility lines. Potential relocation of existing infrastructure is discussed further in the site-specific evaluation of each site (Chapter 2 and Section 3.12) in Volumes 2 through 5.

AB 900 (2007) COMMUNITY MITIGATION FUNDS

The SB 1022 legislation provides authority for CDCR to provide a one-time payment of \$800 per design bed to address community and school issues potentially related to these proposed projects. The distribution of these funds is subject to the provisions of Penal Code Sections 7005 and 7005.5.

Upon initiation of construction of the level II infill facilities, CDCR would make available a total of \$1,900,800 (based on \$800 per bed for 2,376 beds). Based on the Penal Code provisions, half of these funds (\$950,400) would be made available to the Superintendent of Schools in the respective county where an infill facility is constructed. The school district superintendent would be responsible for the allocation of these funds within the respective district. Prior to the release of any funds the respective district must provide a plan for the expenditure of the funds.

The other half of these funds (\$950,400) would be distributed to the qualifying cities and/or counties subject to the provisions of the Penal Code based on resolutions provided by the local agencies as to the division of these funds. Prior to the release of any funds the respective local agencies must provide a plan for the expenditure of the funds.

LEADERSHIP IN ENERGY AND ENVIRONMENTAL DESIGN

Leadership in Energy and Environmental Design (LEED) is a rating system for buildings put together by the U.S. Green Building Council (USGBC). The USGBC describes LEED as a Green Building Rating System™ that encourages and accelerates global adoption of sustainable green building and development practices through the creation and implementation of universally understood and accepted tools and performance criteria. LEED is a third-party certification program and the nationally accepted benchmark for the design, construction, and operation of high-performance green buildings.

In compliance with Governor Brown's Executive Order B-18-12, which requires all state projects of more than 10,000 square feet to meet LEED Silver standards, CDCR has committed to meeting or exceeding LEED Silver standards at the proposed level II infill facilities. The design process would operate under the expectation of best long-term cost and environmental value, resulting in a direct connection to the concept of sustainability and possibly meeting LEED Gold or Platinum standards.

3.3.4 CONSTRUCTION

Construction is planned to begin in spring 2014. A single facility is estimated to take approximately 26 months to complete and a complex is estimated to take approximately 28 months to complete. Overall,

construction of the level II infill facilities is estimated to be completed by spring 2016. Construction would be phased as follows:

- ▲ Demolition, as required at FSP/SAC, CMF/SOL, and RJD (for a complex): approximately 2 months;
- ▲ Grading: approximately 3 months (1 month concurrent with demolition);
- ▲ Utilities: approximately 8 months (1 month concurrent with grading); and
- ▲ Building Construction: approximately 23 months (6 months concurrent with utilities).

Tables 3-3 and 3-4 identify the anticipated monthly variation in construction workers present onsite during construction of a single facility and a complex, respectively. During construction, the estimated peak level of construction workers at any given time would be 355 during construction of a single facility and 795 during construction of a complex.

Construction Month	Number of Workers	Construction Month	Number of Workers
1 (May 2014)	95	14	335
2	275	15	335
3	185	16	335
4	205	17	335
5	25	18	335
6	355	19	335
7	355	20	335
8	355	21	335
9	355	22	335
10	355	23	335
11	355	24	335
12	335	25	335
13	335	26 (June 2016)	335

Security protocols, tool controls, and access requirements would be established and implemented to frame the operation of construction activities. Construction shifts would generally be between 6 a.m. and 4 p.m., Monday through Friday. Noise-generating construction activities would occur between 7 a.m. and 7 p.m., Monday through Friday, but would likely end by 4 p.m., consistent with typical construction hours of operation.

Earth-moving equipment, including graders, scrapers, backhoes, jackhammers, front-end loaders, generators, water trucks, and dump trucks, would be used during excavation for utilities and building foundations. Concrete trucks and pumpers would be used onsite during concrete pours for foundations and slabs; forklifts would be used during erection of walls and delivery of materials from storage yards; and cranes would be operated for installation of precast panels, structural steel framing members, and metal decking. Fill required for site grading and construction of the building pads and berms for the observation post would be obtained onsite.

Construction Month	Number of Workers	Construction Month	Number of Workers
1 (March 2014)	95	15	745
2	505	16	745
3	410	17	745
4	460	18	745
5	50	19	745
6	795	20	745
7	795	21	745
8	795	22	745
9	795	23	745
10	795	24	745
11	795	25	745
12	745	26	745
13	745	27	745
14	745	28 (June 2016)	745

Site-specific details regarding construction staging areas at each proposed infill site are provided in Chapter 2 of Volumes 2 through 5. The staging areas would be used for construction vehicles, equipment, and materials storage. A small amount of fuels, lubricants, and solvents may be stored in the staging areas in accordance with best management practices. Parking for construction workers would be provided onsite and within the limits of the proposed parking lot for the level II infill correction facility under construction.

3.3.5 CLOSURE OF CALIFORNIA REHABILITATION CENTER, NORCO

As noted above, within 6 months of the completion of construction of the three level II infill correctional facilities or by December 16, 2016 (whichever is sooner), CDCR is required to cease operations at CRC, which would necessitate the transfer the existing inmate population to other CDCR prisons. A portion of the existing CRC inmate population may be transferred to the proposed facilities depending on capacity and inmate classification. The transfer of inmates from CRC is expected to occur gradually over a 6-month period as part of CDCR's existing inmate transfer program. Once the existing inmate population at CRC has been transferred to other prisons, CDCR would secure and maintain the prison as a fully deactivated correctional facility. It is anticipated CDCR would maintain the facility and landscaping in its existing condition with adequate onsite security to protect the state-owned grounds and all structures. There is currently no authority or state funding to renovate or otherwise modify this facility. CDCR has no plans for future development or use of the CRC site as a prison and intends to treat the property as surplus until it is conveyed to another entity(s) through the state surplus process. Refer to Chapter 6, "Evaluation of Impacts Associated with the Closure of California Rehabilitation Center, Norco" of this volume for a discussion of the environmental impacts associated with the warm closure of CRC.

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4 CUMULATIVE IMPACTS OF THE PROPOSED PROJECT

Section 15130 of the State CEQA Guidelines requires that an EIR discuss cumulative impacts of a project and determine whether the project's incremental effect is cumulatively considerable. The definition of "cumulatively considerable" is provided in Section 15065(a)(3):

"Cumulatively considerable" means that the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.

According to Section 15130(b) of the State CEQA Guidelines:

The discussion of cumulative impacts shall reflect the severity of the impacts and their likelihood of occurrence, but the discussion need not provide as great detail as is provided for the effects attributable to the project alone. The discussion should be guided by standards of practicality and reasonableness, and should focus on the cumulative impact to which the identified other projects contribute rather than the attributes of other projects which do not contribute to the cumulative impact.

According to CEQA and as interpreted for this analysis, the proposed project would have a significant cumulative effect if:

- ▲ the cumulative effects of related projects (past, current, and probable future projects) without the proposed project are not significant and the projects' incremental impact is substantial enough, when added to the cumulative effects, to result in a significant impact; or
- ▲ the cumulative effects of related projects (past, current, and probable future projects) without the proposed project are already significant and the project contributes considerably to the effect. The standards used herein to determine whether a project's contribution is considerable are that the impact either must be substantial or must exceed an established threshold of significance.

Mitigation measures are to be developed, where feasible, that reduce the projects' contributions to cumulative effects to a less-than-significant level. This DEIR identifies potentially significant environmental impacts that are individually associated with development of each of the infill sites with level II infill correctional facilities; those impacts are addressed in Chapter 4, "Environmental Setting, Thresholds of Significance, Environmental Impacts, and Mitigation Measures" of each respective volume of the DEIR pertaining to a particular infill site.

In addition, this EIR evaluates two separate cumulative contexts:

- ▲ Cumulative impacts associated with development of all 3 level II dormitories (2,376 total beds) statewide.
- ▲ Cumulative impacts that would occur with development at each of the infill sites collectively with impacts of other development in region in which the site is located.

Within Volumes 2-5 of the DEIR, the potential cumulative impacts associated with each infill site are addressed in Chapter 5, "Cumulative Impacts" of that respective volume. The majority of cumulative impacts would be relatively localized and/or regional, as described in further detail below.

4.1 GEOGRAPHIC SCOPE

The geographic area that could be affected by a particular project varies depending on the type of environmental resource being considered. When the effects of a project are considered in combination with those of other past, present, and future projects to identify cumulative impacts, the other projects considered may also vary depending on the type of environmental effects being assessed. The general geographic area associated with different environmental effects of the proposed project defines the boundaries of the area used for compiling the list of projects considered in the cumulative impact analysis.

This cumulative impact analysis considers the specific geographic area for each environmental issue area considered. For example, the analysis of air quality impacts is based on growth on a regional level because air quality impacts are associated with a common air basin, which is regional in nature. Conversely, an aesthetic impact, given its localized impact area, only considers related projects in the vicinity of the project site. Table 4-1 presents the general geographic areas associated with the different resources addressed in this cumulative impacts analysis.

Resource Issue	Geographic Area
Land Use and Planning	Regional and local
Agricultural Resources	Statewide, regional and local
Traffic and Circulation	Regional and local
Air Quality	Regional (pollutant emissions that have regional effects), immediate project vicinity (pollutant emissions that are highly localized)
Global Climate Change	Global (greenhouse gas emissions)
Noise	Local (immediate project vicinity)
Hydrology and Water Quality	Local (watershed)
Biological Resources	Project vicinity and biosphere of potential sensitive species
Cultural Resources	Local (limited to infill sites and offsite improvement areas)
Geology and Paleontology	Local (limited to infill sites and offsite improvement areas)
Hazards and Hazardous Materials	Local (immediate project vicinity)
Population, Employment, and Housing	Regional and local
Public Services	Regional and local
Water Supply	Regional
Public Utilities	Regional (water, wastewater, electricity, natural gas, solid waste)
Visual Resources (including light and glare)	Local (project vicinity)

Source: Data provided by Ascent in 2013

As noted above, the cumulative analysis of the proposed project has been divided into two parts. The first part, which is contained in this chapter, evaluates the potential cumulative impacts of the entire project (i.e., development of 2 or 3 facilities throughout the state in combination with other correctional projects), whereas the cumulative analysis contained within Volumes 2-5 evaluates the potential cumulative impacts associated with development of a particular infill site (i.e., development of an individual facility in combination with other local cumulative development). As a result and based on the

geographic areas described in Table 4-1 above, the majority of issue areas that would typically be evaluated as part of a cumulative analysis are not included within this chapter as they would not be considered cumulatively considerable within the greater statewide context of the proposed project. These include:

- ▲ Air Quality;
- ▲ Biological Resources;
- ▲ Cultural Resources;
- ▲ Employment, Population, and Housing;
- ▲ Geology, Soils, Seismicity, Minerals, and Paleontology;
- ▲ Hazards and Hazardous Materials;
- ▲ Hydrology and Water Quality;
- ▲ Land Use, Agriculture, and Forestry Resources;
- ▲ Noise;
- ▲ Public Services;
- ▲ Traffic and Circulation;
- ▲ Utilities; and
- ▲ Visual Resources.

However, there are certain issue areas that could be considered to be considered cumulatively considerable over the geographic context of the State. These include:

- ▲ Greenhouse Gas Emissions

These issues, and others that could contribute considerably to cumulatively significant effects, are discussed below in the context of cumulative development. Please refer to Volumes 2-5 for a discussion of the other potentially cumulative impacts that may occur within a more regional/local context with development of level II infill correctional facilities.

4.2 ANALYSIS OF CUMULATIVE IMPACTS

4.2.1 GREENHOUSE GAS EMISSIONS

Certain gases in the earth's atmosphere, classified as GHGs, play a critical role in determining the earth's surface temperature. Solar radiation enters the earth's atmosphere from space. A portion of the radiation is absorbed by the earth's surface and a smaller portion of this radiation is reflected back toward space. This absorbed radiation is then emitted from the earth as low-frequency infrared radiation. The frequencies at which bodies emit radiation are proportional to temperature. The earth has a much lower temperature than the sun; therefore, the earth emits lower frequency radiation. Most solar radiation passes through GHGs; however, infrared radiation is absorbed by these gases. As a result, radiation that otherwise would have escaped back into space is instead "trapped," resulting in a warming of the atmosphere. This phenomenon, known as the greenhouse effect, is responsible for maintaining a habitable climate on Earth. Without the greenhouse effect, Earth would not be able to support life as we know it.

Prominent GHGs contributing to the greenhouse effect are carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and sulfur hexafluoride (SF₆). Human-caused emissions of these GHGs in excess of natural ambient concentrations are responsible for intensifying the greenhouse effect and have led to a trend of unnatural warming of the earth's climate, known as global climate change or global warming. It is extremely unlikely that global

climate change of the past 50 years can be explained without the contribution from human activities (Intergovernmental Panel on Climate Change [IPCC] 2007).

Climate change is a global problem. GHGs are global pollutants, unlike criteria air pollutants and toxic air contaminants, which are pollutants of regional and local concern. Whereas pollutants with localized air quality effects have relatively short atmospheric lifetimes (about 1 day), GHGs have long atmospheric lifetimes (1 year to several thousand years). GHGs persist in the atmosphere for long enough time periods to be dispersed around the globe. Although the exact lifetime of any particular GHG molecule is dependent on multiple variables and cannot be pinpointed, it is understood that more CO₂ is emitted into the atmosphere than is sequestered by ocean uptake, vegetation, and other forms of sequestration. Of the total annual human-caused CO₂ emissions, approximately 54% is sequestered through ocean uptake, uptake by northern hemisphere forest regrowth, and other terrestrial sinks within a year, whereas the remaining 46% of human-caused CO₂ emissions remains stored in the atmosphere (Seinfeld and Pandis 1998).

Similarly, impacts of GHGs are borne globally, as opposed to localized air quality effects of criteria air pollutants and toxic air contaminants. The quantity of GHGs that it takes to ultimately result in climate change is not precisely known; suffice it to say, the quantity is enormous, and no single project alone would measurably contribute to a noticeable incremental change in the global average temperature, or to global, local, or micro climates. From the standpoint of CEQA, GHG impacts to global climate change are inherently cumulative.

ATTRIBUTING CLIMATE CHANGE—GREENHOUSE GAS EMISSION SOURCES

Emissions of GHGs contributing to global climate change are attributable in large part to human activities associated with the transportation, industrial/manufacturing, utility, residential, commercial and agricultural emissions sectors (ARB 2008:17). In California, the transportation sector is the largest emitter of GHGs, followed by electricity generation (ARB 2010a). Emissions of CO₂ are byproducts of fossil fuel combustion. CH₄, a highly potent GHG, results from off-gassing (the release of chemicals from nonmetallic substances under ambient or greater pressure conditions) is largely associated with agricultural practices and landfills. N₂O is also largely attributable to agricultural practices and soil management. CO₂ sinks, or reservoirs, include vegetation and the ocean, which absorb CO₂ through sequestration and dissolution, respectively, two of the most common processes of CO₂ sequestration.

STATE GREENHOUSE GAS EMISSIONS INVENTORY

According to different ranking systems, California is the 12th to 16th largest emitter of CO₂ in the world (CEC 2006). California produced 484 million metric tons (MMT) of CO₂ equivalent (CO₂e) in 2004 at its peak over the inventory period, and produced 478 MMT in 2008 (ARB 2010a). CO₂e is a measurement used to account for the fact that different GHGs have different potential to retain infrared radiation in the atmosphere and contribute to the greenhouse effect. This potential, known as the global warming potential (GWP) of a GHG, is dependent on the lifetime, or persistence, of the gas molecule in the atmosphere. For example, as described in Appendix C, "Calculation References," of the General Reporting Protocol of the California Climate Action Registry (CCAR) (2009), 1 ton of CH₄ has the same contribution to the greenhouse effect as approximately 21 tons of CO₂. Therefore, CH₄ is a much more potent GHG than CO₂. Expressing emissions in CO₂e takes the contributions of all GHG emissions to the greenhouse effect and converts them to a single unit equivalent to the effect that would occur if only CO₂ were being emitted.

Combustion of fossil fuel in the transportation sector was the single largest source of California's GHG emissions in 2008, accounting for 37% of total GHG emissions in the state (ARB 2010a). This sector

was followed by the electric power sector (including both in-state and out-of-state sources) (24%) and the industrial sector (19%) (ARB 2010a).

REGULATORY CONSIDERATIONS

FEDERAL PLANS, POLICIES, REGULATIONS, AND LAWS

The U.S. Environmental Protection Agency (EPA) is the federal agency responsible for implementing the Clean Air Act (CAA). The U.S. Supreme Court ruled on April 2, 2007, that CO₂ is an air pollutant as defined under the CAA, and that EPA has the authority to regulate emissions of GHGs. In response to the mounting issue of climate change, EPA has taken actions to regulate, monitor, and potentially reduce GHG emissions.

Proposed Greenhouse Gas Permitting Requirements on Large Industrial Facilities

On September 30, 2009, EPA proposed new thresholds for GHG emissions that define when CAA permits under the New Source Review and Title V operating permits programs would be required. The proposed thresholds would tailor these permit programs to limit which facilities would be required to obtain permits and would cover nearly 70% of the nation's largest stationary source GHG emitters—including power plants, refineries, and cement production facilities, while shielding small businesses and farms from permitting requirements.

Mandatory Greenhouse Gas Reporting Rule

On September 22, 2009, EPA issued a final rule for mandatory reporting of GHGs from large GHG emissions sources in the United States. In general, this national reporting requirement will provide EPA with accurate and timely GHG emissions data from facilities that emit 25,000 metric tons (MT) or more of CO₂e per year. This publicly available data will allow the reporters to track their own emissions, compare them to similar facilities, and aid in identifying cost-effective opportunities to reduce emissions in the future. Reporting is at the facility level, except that certain suppliers of fossil fuels and industrial greenhouse gases along with vehicle and engine manufacturers will report at the corporate level. An estimated 85% of the total U.S. GHG emissions, from approximately 10,000 facilities, are covered by this final rule. As shown below, the proposed project would not emit 25,000 MT or more of CO₂e per year and would not be subject to mandatory reporting requirements related to this rule.

Endangerment and Cause or Contribute Findings

On December 7, 2009, EPA adopted its Proposed Endangerment and Cause or Contribute Findings for Greenhouse Gases under the CAA (Endangerment Finding). The Endangerment Finding is based on Section 202(a) of the CAA, which states that the Administrator (of EPA) should regulate and develop standards for “emission[s] of air pollution from any class of classes of new motor vehicles or new motor vehicle engines, which in [its] judgment cause, or contribute to, air pollution which may reasonably be anticipated to endanger public health or welfare.” The rule addresses Section 202(a) in two distinct findings. The first addresses whether or not the concentrations of the six key GHGs (i.e., CO₂, CH₄, N₂O, HFCs, PFCs, and SF₆) in the atmosphere threaten the public health and welfare of current and future generations. The second addresses whether or not the combined emissions of GHGs from new motor vehicles and motor vehicle engines contribute to atmospheric concentrations of GHGs and therefore the threat of climate change.

The Administrator found that atmospheric concentrations of GHGs endanger the public health and welfare within the meaning of Section 202(a) of the CAA. The evidence supporting this finding consists of human activity resulting in “high atmospheric levels” of GHG emissions, which are very likely responsible for increases in average temperatures and other climatic changes. Furthermore, the observed and projected results of climate change (e.g., higher likelihood of heat waves, wild fires, droughts, sea level rise, and higher intensity storms) are a threat to the public health and welfare.

Therefore, GHGs were found to endanger the public health and welfare of current and future generations.

The Administrator also found that GHG emissions from new motor vehicles and motor vehicle engines are contributing to air pollution, which is endangering public health and welfare. EPA's final findings respond to the 2007 U.S. Supreme Court decision that GHGs fit within the CAA definition of air pollutants. The findings do not in and of themselves impose any emission reduction requirements but rather allow EPA to finalize the GHG standards proposed earlier in 2009 for new light-duty vehicles as part of the joint rulemaking with the U.S. Department of Transportation.

STATE PLANS, POLICIES, REGULATIONS, AND LAWS

The California Air Resources Board (ARB) is the agency responsible for coordination and oversight of state and local air pollution control programs in California and for implementing the California Clean Air Act (CCAA), which was adopted in 1988.

Various statewide and local initiatives to reduce the state's contribution to GHG emissions have raised awareness that, even though the various contributors to and consequences of global climate change are not yet fully understood, global climate change is under way, and there is a real potential for severe adverse environmental, social, and economic effects in the long term. Because every nation emits GHGs and, therefore, makes an incremental cumulative contribution to global climate change, cooperation on a global scale will be required to reduce the rate of GHG emissions to a level that can help to slow or stop the human-caused increase in average global temperatures and associated changes in climatic conditions.

Assembly Bill 1493

In 2002, then-Governor Gray Davis signed Assembly Bill (AB) 1493. AB 1493 required that ARB develop and adopt, by January 1, 2005, regulations that achieve "the maximum feasible reduction of greenhouse gases emitted by passenger vehicles and light-duty trucks and other vehicles determined by ARB to be vehicles whose primary use is noncommercial personal transportation in the state."

To meet the requirements of AB 1493, in 2004 ARB approved amendments to the California Code of Regulations (CCR) adding GHG emissions standards to California's existing standards for motor vehicle emissions. Amendments to CCR Title 13, Sections 1900 and 1961 (13 CCR 1900, 1961), and adoption of Section 1961.1 (13 CCR 1961.1) required automobile manufacturers to meet fleet-average GHG emissions limits for all passenger cars, light-duty trucks within various weight criteria, and medium-duty passenger vehicle weight classes (i.e., any medium-duty vehicle with a gross vehicle weight rating less than 10,000 pounds that is designed primarily for the transportation of persons), beginning with the 2009 model year. Implementation of AB 1493 lapsed because of delays in receiving proper approvals from EPA to implement this law under the CAA. California received the necessary approvals June 30, 2009; however, the state has agreed to allow the federal government to implement similar legislation (see "National Program to Cut Greenhouse Gas Emissions and Improve Fuel Economy for Cars and Trucks," above).

Executive Order S-3-05

Executive Order S-3-05, which was signed by Governor Schwarzenegger in 2005, proclaims that California is vulnerable to the impacts of climate change. It declares that increased temperatures could reduce the Sierra Nevada snowpack, exacerbate California's air quality problems, and potentially cause a rise in sea level. To combat those concerns, the executive order established total GHG emission targets. Specifically, emissions are to be reduced to the 2000 level by 2010, the 1990 level by 2020, and to 80% below the 1990 level by 2050.

Assembly Bill 32, the California Global Warming Solutions Act of 2006

In September 2006, Governor Schwarzenegger signed AB 32, the California Global Warming Solutions Act of 2006. AB 32 establishes regulatory, reporting, and market mechanisms to achieve quantifiable reductions in GHG emissions and a cap on statewide GHG emissions. AB 32 requires that statewide GHG emissions be reduced to 1990 levels by 2020. This reduction will be accomplished through an enforceable statewide cap on GHG emissions that was phased in starting in 2012. To effectively implement the cap, AB 32 directs ARB to develop and implement regulations to reduce statewide GHG emissions from stationary sources.

Assembly Bill 32, Climate Change Scoping Plan

On December 11, 2008 ARB adopted its *Climate Change Scoping Plan* (Scoping Plan), which functions as a roadmap of ARB's plans to achieve GHG reductions in California required by AB 32 through subsequently enacted regulations (ARB 2008). The Scoping Plan contains the main strategies California will implement to reduce CO₂e emissions to 1990 levels by 2020. According to ARB's Scoping Plan dated 2008, the 2020 target of 427 MMT CO₂e requires the reduction of 169 MMT CO₂e, or approximately 28.4%, from the state's projected 2020 business-as-usual (BAU) emissions level of 596 MMTCO₂e. This is a reduction of 42 MMT CO₂e, or almost 10%, from 2002–2004 average emissions, but requires the reductions in the face of population and economic growth through 2020. In August 2011, the Scoping Plan was re-approved by the Board and includes the Final Supplement to the Scoping Plan Functional Equivalent Document. This document includes expanded analysis of project alternatives as well as updates the 2020 emission projections in light of the current economic forecasts. Considering the updated 2020 BAU estimate of 507 MMTCO₂e, a 16 percent reduction below the estimated BAU levels would be necessary to return to 1990 levels by 2020. The Scoping Plan also breaks down the amount of GHG emissions reductions ARB recommends for each emissions sector of the state's GHG inventory. The 2008 Scoping Plan calls for the largest reductions in GHG emissions to be achieved by implementing the following measures and standards:

- ▲ improved emissions standards for light-duty vehicles (estimated reductions of 31.7 MMT CO₂e),
- ▲ the Low-Carbon Fuel Standard (15.0 MMT CO₂e),
- ▲ energy efficiency measures in buildings and appliances and the widespread development of combined heat and power systems (26.3 MMT CO₂e), and
- ▲ a renewable portfolio standard for electricity production (21.3 MMT CO₂e).

With regard to local land use planning, the Scoping Plan expects a reduction of approximately 5.0 MMT CO₂e from local land use changes associated with implementation of Senate Bill (SB) 375, discussed below. Also noteworthy is the fact that the Scoping Plan does not include any direct discussion about GHG emissions generated by construction activity.

Executive Order S-1-07

Executive Order S-1-07, which was signed by Governor Schwarzenegger in 2007, proclaims that the transportation sector is the main source of GHG emissions in California, at over 40% of statewide emissions. It establishes a goal that the carbon intensity of transportation fuels sold in California should be reduced by a minimum of 10% by 2020. This order also directed ARB to determine whether this Low Carbon Fuel Standard could be adopted as a discrete early action measure after meeting the mandates in AB 32. ARB adopted the Low Carbon Fuel Standard on April 23, 2009.

Senate Bills 1078 and 107 and Executive Order S-14-08

SB 1078 (Chapter 516, Statutes of 2002) requires retail sellers of electricity, including investor-owned utilities and community choice aggregators, to provide at least 20 percent of their supply from renewable sources by 2017. SB 107 (Chapter 464, Statutes of 2006) changed the target date to 2010. In November 2008, Governor Schwarzenegger signed Executive Order S-14-08, which expands the state's Renewable Energy Standard to 33 percent renewable power by 2020.

Senate Bill 97

As directed by SB 97, the Natural Resources Agency adopted amendments to the State CEQA Guidelines for GHG emissions on December 30, 2009. On February 16, 2010, the Office of Administrative Law approved the amendments, and filed them with the Secretary of State for inclusion in the California Code of Regulations. The amendments became effective on March 18, 2010.

Senate Bill 375

SB 375, signed in September 2008, aligns regional transportation planning efforts, regional GHG emission reduction targets, and land use and housing allocation. SB 375 requires Metropolitan Planning Organizations (MPOs) to adopt a Sustainable Communities Strategy (SCS) or Alternative Planning Strategy (APS), which will prescribe land use allocation in that MPO's Regional Transportation Plan (RTP). ARB, in consultation with MPOs, has provided each affected region with reduction targets for GHGs emitted by passenger cars and light trucks in the region for the years 2020 and 2035. These reduction targets will be updated every 8 years, but can be updated every 4 years if advancements in emissions technologies affect the reduction strategies to achieve the targets. ARB is also charged with reviewing each MPO's SCS or APS for consistency with its assigned targets. If MPOs do not meet the GHG emission reduction targets, transportation projects would not be eligible for funding programmed after January 1, 2012.

The MPOs for each infill site being considered in this EIR and the status of the SCS are identified below:

- ▲ R. J. Donovan (RJD) Infill Site – San Diego Association of Governments
 - ▲ 2050 Regional Transportation Plan (RTP) and SCS adopted in October 2011.
- ▲ Mule Creek State Prison (MCSP) Infill Site – Amador County Transportation Commission
 - ▲ Under preparation.
- ▲ Folsom State Prison (FSP)/ California State Prison, Sacramento (SAC) Infill Site—Sacramento Area Council of Governments (SACOG)
 - ▲ 2035 Metropolitan Transportation Plan (MTP)/SCS adopted April 2012.
- ▲ California Medical Facility (CMF)/California State Prison, Solano (SOL) Infill Site—SACOG
 - ▲ 2035 MTP/SCS adopted April 2012.

Executive Order B-18-12

Executive Order B-18-12, which was signed by Governor Brown in 2012, proclaims that state agencies take actions to reduce entity-wide GHG emissions by at least 10 percent by 2015 and 20 percent by 2020, as measured against a 2010 baseline. This order also directed state agencies to use clean onsite power generation to the extent feasible and to obtain LEED “Silver” certification or higher for any new or substantially renovated structure larger than 10,000 sf.

LOCAL PLANS, POLICIES, REGULATIONS, AND ORDINANCES

Local plans and policies relevant to each infill site are summarized below. It should be noted that as a state agency, CDCR must consider relevant federal or state land use policies. However, CDCR as a state agency is generally not subject to plans, policies, and regulations adopted by regional and local agencies, especially those related to general planning law and most ordinances. However, CDCR has provided a discussion of relevant local plans and policies in this DEIR because conflicts with these policies could potentially result in environmental impacts in communities surrounding and adjacent to the SB 1022 level II infill sites.

R. J. Donovan Infill Site

The R. J. Donovan (RJD) infill site is located in San Diego County, approximately 18 miles southeast of downtown Chula Vista, less than one mile east of the boundaries of the cities of San Diego and Chula Vista, and two miles north of the international United States/Mexico border. The local air quality regulatory agency is the San Diego Air Pollution Control District (SDAPCD).

County of San Diego

The County of San Diego adopted a Climate Action Plan (CAP) in June 2012. The CAP documents the County's long-term strategy for addressing the adverse effects of climate change. The CAP outlines various mechanisms and measures for reducing GHG emissions at the County level, including those specific to water conservation, waste reduction, land use, and adaptation strategies to fulfill the obligations delineated in AB 32. The CAP includes County goals previously established under the County General Plan and County Strategic Energy Plan, and establishes reduction targets at 15% below 2005 levels by 2020 and 49% below 2005 levels by 2035. The CAP builds on long-standing efforts, including state initiatives, County staff recommendations, and regional planning strategies to enhance environmental sustainability and carbon neutrality (County of San Diego 2012).

To further ensure that the County's overall reduction target is achieved, the County of San Diego prepared a companion document that presents a range of significance thresholds designed to apply to different project types. The County's *Guidelines for Determining Significance: Climate Change* identify 4 thresholds of significance that can be used to assess significance of GHG emissions from land use projects:

- ▲ Bright Line Threshold – 2,500 MT CO₂e per year
- ▲ Efficiency Threshold – 4.32 MT CO₂e per year per service population (residents + employees)
- ▲ Performance Threshold – 16% GHG emissions reductions below unmitigated project in 2020
- ▲ Stationary Source Threshold – 10,000 MT CO₂e per year

San Diego Air Pollution Control District

SDAPCD administers EPA's Prevention of Significant Deterioration (PSD) and Title V GHG Tailoring Rule through Rule 20.3(d)(3) and Regulation XIV (Title V Operating Permits), respectively. SDAPCD has not developed thresholds of significance or guidance for analysis of GHGs under CEQA.

Mule Creek State Prison Infill Site

The MCSP infill site is located in the northern portion of the City of Lone, in southwestern Amador County. The site is located within the jurisdiction of the Amador Air District.

City of Lone

The General Plan for the City of Lone addresses land within the city limits and an area beyond the City that bears relation to the City's planning efforts. The portion of the planning area outside of the current city limits represents lands whose uses and character affect the city of Lone. Currently, Amador County has jurisdiction and land use authority over land outside of the city limits that is within the General Plan Planning Area.

The Conservation & Open Space Element of the General Plan includes the following goals, policies, and actions pertaining to climate change.

Goal CO-6: Conserve the natural resources and quality of life within the community by reducing local and global air quality impacts.

- ▲ **Policy CO-6.1:** Promote infill development as a means to limit vehicle trips and reduce the environmental impacts of new development and land use patterns.

- ▲ **Policy CO-6.2:** Increase energy conservation Citywide.
- ▲ **Policy CO-6.5:** The City supports local, regional, and statewide efforts to reduce the emission of greenhouse gases linked to climate change.

Action CO-6.5.1: The City will complete a Greenhouse Gas Inventory that provides an inventory of greenhouse gas emissions from manmade sources in the City.

Action CO-6.5.2: The City will prepare a Climate Action Plan (CAP) that identifies desired goals for reducing manmade greenhouse gas (GHG) emissions, establishes resiliency and adaptation programs to prepare for potential impacts of climate change, and provides a phased implementation plan to achieve these goals. The CAP will establish a greenhouse gas emissions reduction target of 15 percent below 2007 levels by 2020, consistent with AB 32 and the guidance provided in the associated California Air Resources Board Climate Change Scoping Plan approved in December 2008. The CAP will also outline a strategy to achieve 1990 GHG levels by 2020 and an 80 percent reduction from 1990 GHG levels by 2050 in accordance with California State Executive Order S-3-05.

- ▲ **Policy CO-6.6:** The City shall collaborate and consult with regional organizations and local jurisdictions within the City to reduce greenhouse gas emissions.

Amador Air District

The Amador Air District has not developed thresholds of significance or guidance for GHG analysis under CEQA. The District administers EPA's PSD and Title V GHG Tailoring Rule for stationary sources under its jurisdiction.

Folsom State Prison/California State Prison, Sacramento Infill Site

The Folsom State Prison/California State Prison, Sacramento (FSP/SAC) Infill Site is located on the northern portion of the existing FSP/SAC property in the city of Folsom, which is approximately 22 miles east of downtown Sacramento and immediately adjacent to Folsom Lake and Folsom Dam. The site is located within the jurisdiction of the Sacramento Metropolitan Air Quality Management District (SMAQMD).

City of Folsom

The City of Folsom has not developed a climate action plan or similar GHG emissions reduction plan for GHG emission-generating activity in its jurisdiction. The City of Folsom General Plan does not contain any goals or policies that relate directly to climate change or GHGs (City of Folsom 1988). The City is in the process of updating its General Plan, which will include multiple policies that directly address climate change and GHG emissions.

Sacramento Metropolitan Air Quality Management District

SMAQMD's updated CEQA Guide to Air Quality Assessment addresses climate change (SMAQMD 2009). SMAQMD has also developed Guidance for GHG Reduction which contains GHG mitigation measures and quantification of those measures. However, SMAQMD has not developed thresholds of significance for GHG emission impacts under CEQA. The District administers EPA's PSD and Title V GHG Tailoring Rule for stationary sources under its jurisdiction.

California Medical Facility/California State Prison, Solano Infill Site

The infill site is located in the eastern portion of the existing California Medical Facility/ California State Prison, Solano (CMF/SOL) state-owned property in the City of Vacaville in western Solano County. The site is within the jurisdiction of the Yolo-Solano Air Quality Management District (YSAQMD).

City of Vacaville

The City of Vacaville is currently preparing a General Plan Update and a Climate Action Plan (CAP) to address climate change at the local level. The Vacaville CAP will identify major sources of GHG

emissions in Vacaville and establish a long-term strategy to achieve GHG emissions reduction targets. Implementation of the CAP will guide the City's actions to reduce its contribution to global climate change and will support the State of California's emission reduction targets. The CAP will be a separate document, but consistent with the General Plan. It will establish a baseline GHG emissions inventory that relies on data provided by the Solano Transportation Authority.

Yolo-Solano Air Quality Management District

YSAQMD has not developed thresholds of significance or guidance for GHG analysis under CEQA. The District administers EPA's PSD and Title V GHG Tailoring Rule for stationary sources under its jurisdiction.

IMPACTS AND MITIGATION MEASURES

ANALYSIS METHODOLOGY

Emissions of GHGs have the potential to adversely affect the environment because such emissions contribute, on a cumulative basis, to global climate change. The proper context for addressing this issue in an EIR is as a discussion of cumulative impacts, because although the emissions of one single project will not cause global climate change, GHG emissions from multiple projects throughout the world could result in a cumulative impact. In turn, global climate change has the potential to result in rising sea levels, which can inundate low-lying areas; to affect rainfall and snowfall, leading to changes in water supply; to affect habitat, leading to adverse effects on biological resources; and to result in other effects.

As discussed above, from the standpoint of CEQA, GHG impacts to global climate change are inherently cumulative. To that end, an individual project participates in this potential impact by its incremental contribution, combined with the cumulative contributions of all other sources of GHGs, which, when taken together, cause potential global climate change impacts. Therefore, the cumulative global climate change analysis presented in this section of the EIR estimates and analyzes the GHG emissions associated with construction and operation of the proposed level II infill correctional facilities.

The proposed project includes the development of three, level II infill housing facilities, and, if approved, would result in the construction of new facilities that would house up to 2,376 adult inmates, adjacent to seven existing CDCR prison facilities as required in SB 1022. The project would involve the construction of a total of 2,376 infill dorm beds and associated accessory uses at two (construction of 792-bed and 1,584-bed facilities) or three sites (three 792-bed facilities). Due to space constraints, only the single facility infill option could be accommodated at the CMF/SOL and FSP/SAC infill sites. The other two prisons (RJD and MCSP) could accommodate either a single facility or a complex. For the purpose of this analysis, development of three single facilities was analyzed as the cumulative condition. This would be considered the reasonable worst-case analysis because three single, level II infill correctional facilities would have higher emissions than a single facility and a complex combined because the combined construction process, vehicular trips, energy consumption and other sources of GHG emissions would be higher.

Construction of the proposed level II correctional facilities would generate associated GHG emissions from off-road heavy-duty equipment, trucks hauling construction supplies, and worker commute trips. Long-term operation of the proposed facilities would generate associated GHG emissions from area and mobile sources, and from stationary sources associated with energy consumption. Mobile-source emissions of GHGs would include project-generated vehicle trips associated with visitors, employees, and deliveries to the infill correctional facilities. Area-source emissions would be associated with activities such as landscaping and maintenance of proposed land uses, natural gas consumption for space and water heating, and other sources. Increases in stationary-source emissions could also occur at offsite power plants that generate electricity consumed by the facilities and for conveyance of water

to the infill sites. Operation of the infill facilities would also lead to increased GHG emissions associated with additional solid waste disposed to landfills.

GHG emissions generated by the infill facilities would predominantly consist of CO₂. In comparison to criteria air pollutants, such as ozone and PM₁₀, CO₂ emissions persist in the atmosphere for a substantially longer period of time. While emissions of other GHGs, such as CH₄ and N₂O, are important with respect to global climate change, emission levels of other GHGs are less a function of the land use and circulation patterns associated with the construction and operation of correctional facilities (as with most land use developments) than are levels of CO₂.

One of the primary sources of GHG emissions associated with the proposed level II correctional facilities would be those GHG levels associated with electricity consumption. As detailed in Chapter 2, Project Description, the emergency generators and necessary equipment to provide electrical power to the facility in the event of electrical power interruption would be provided onsite. The generators would automatically and immediately start up and send power to pre-determined areas of the facility. Specific design and operational parameters for the emergency generators are not available at this time. However, in order to provide a complete inventory of the project's GHG emissions, these sources were quantified using data from a previously, but no longer proposed facility at RJD (California Health Care Facility [San Diego]). Emergency generator power factors were scaled based on number of inmates supported by each facility. Emissions were quantified using emission factors from the *Local Government Operations Protocol* (LGOP) Version 1.1, developed in partnership by ARB, CCAR, ICLEI - Local Governments for Sustainability, and The Climate Registry (ARB 2010b). Detailed calculations are provided in Appendix 1D.

Electricity demand at the facilities (e.g., lighting, office equipment, heating and cooling) would be met by local utility providers. Electricity and natural gas consumption rates were based on historical consumption data at existing CDCR facilities (Vanir Construction Management 2012). Emission factors for electricity and natural gas use were obtained from the LGOP. To provide for a conservative analysis, the highest emissions factor for state utilities was used for electricity-related emissions. Because the new facilities would comply with the most recent energy efficiency-related standards in the California Building Standards Code (Title 24) and additional energy efficiency features would be incorporated into the new buildings certified in the U.S. Green Building Council's Leadership in Environmental and Energy Design (LEED) program, operation of these facilities may be more energy-efficient and, therefore, more GHG efficient than existing CDCR facilities. In compliance with Governor Brown's Executive Order B-18-12, which requires all state projects over 10,000 square feet to meet LEED Silver standards, CDCR has committed meeting or exceeding LEED Silver standards for all of the proposed level II infill facilities regardless of the particular site or single/complex configuration selected.

The second largest source of GHG emissions would be those mobile-source emissions associated with the vehicle trips generated by the facilities. Emissions associated with construction activities, mobile sources, water consumption, and solid waste generation were estimated using the CalEEMod modeling program Version 2011.1.1. The model is recommended for use by multiple air districts including those with jurisdiction over the infill sites. Project-specific data such as trip generation rates (based on the project's transportation analysis), water consumption, and solid waste (based on historical data from CDCR facilities) was used in CalEEMod. Additional details on consumption data can be found in Section 3.12, Utilities and Service Systems, of the EIR volume for each respective infill site. The highest emissions, based on location of the single infill facility, reported to provide a worst-case analysis.

THRESHOLDS OF SIGNIFICANCE

This EIR reviews project-related GHG emissions in light of the following applicable checklist questions in Appendix G of the CEQA Guidelines. Climate change-related impacts are considered significant if implementation of a project under consideration would do any of the following:

- ▲ generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment; or
- ▲ conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases.

As described previously, California is the 12th to 16th largest producer of GHG in the world (CEC 2006), and produced 478 MMT CO₂e in 2008. This is a fraction of the GHGs generated throughout the world, and an individual project cannot generate enough GHG emissions on its own to significantly influence global climate change. A project participates in this potential impact to the extent its incremental contribution, combined with the cumulative contributions of all other sources of GHGs, when taken together, is considerable in its contribution to global climate change impacts.

Although a numeric threshold is typically the best measure for determining significance in CEQA analyses, only one agency with jurisdiction over an infill site (RJD), or the area in which an infill site is located, has developed/adopted a quantitative threshold. The County of San Diego has published a draft “Bright Line” Threshold of 2,500 MT CO₂e per year for land use projects and a Stationary Source Threshold of 10,000 MT CO₂e per year. Although none of the infill sites are located within their jurisdiction, three other air districts, the Bay Area Air Quality Management District (BAAQMD), the South Coast Air Quality Management District (SCAQMD) and the San Luis Obispo County Air Pollution Control District (SLOAPCD), have also adopted GHG thresholds that are specific to the development projects within those districts. The BAAQMD’s threshold was, however, invalidated by a superior court because the District did not evaluate its adoption in a CEQA document. Importantly, the thresholds themselves were not evaluated by the court, only the fact that CEQA was not conducted by the BAAQMD. Although the BAAQMD, SCAQMD and SLOAPCD thresholds provide context as explained below for consideration of the project, each of these air districts established the thresholds based on regional targets and criteria specific to the district. Additionally, these project-level thresholds are associated with development projects for which transportation emissions are typically the dominant source of emissions (e.g., residential, commercial, and office developments) and were not directly formulated for the purpose of evaluating GHG emissions of correctional facilities. They are therefore not directly applicable to the proposed project evaluated herein. SMAQMD, YSAQMD, and the Amador Air District, and ARB have not adopted quantitative GHG thresholds of significance for discretionary projects subject to CEQA.

To establish additional context in which to consider the order of magnitude of project-generated GHG emissions, it should be noted that facilities (i.e., stationary, continuous sources of GHG emissions) that generate greater than 25,000 MT CO₂e/year are mandated to report their GHG emissions to ARB pursuant to AB 32. On a national (federal) level, the Council on Environmental Quality¹ recommends 25,000 MT CO₂e/year as the level below which full analysis of GHG emissions is not required for projects subject to the National Environmental Policy Act (NEPA). In addition, BAAQMD, SCAQMD and SLOAPCD, like the County of San Diego, have adopted 10,000 MT CO₂e/year as the CEQA significance threshold for stationary industrial source projects where the air district is the lead agency. This emissions level also corresponds to the limit used by ARB for facilities to report their GHG emissions and participate in cap-and-trade. In addition, on June 2, 2010, BAAQMD adopted (in its invalidated thresholds) 1,100 MT CO₂e/year as its CEQA significance threshold for GHG emissions from land use development projects in its jurisdiction. SLOAPCD similarly adopted a 1,150 MT

¹ The Council on Environmental Quality coordinates federal environmental efforts and works closely with agencies and other White House offices in the development of environmental policies and initiatives.

CO₂e/year threshold. SCAQMD is currently considering a 3,000 MT CO₂e/year threshold along with a second option with different thresholds for different land use types (3,000 MT CO₂e/year for mixed use developments, 3,500 MT CO₂e/year residential developments, and 1,400 MT CO₂e/year for commercial developments). As noted above, mass emissions thresholds are unique to each air district.

It is not the intent of CDCR to adopt any of the above listed mass emissions limits as a numeric threshold. CDCR typically would use thresholds adopted by the agency with jurisdiction over the project or its geographic area, but given that each infill site being considered is located in a different city/county and air district jurisdiction, CDCR's intention is to put project-generated GHG emissions in the appropriate statewide context in order to evaluate whether the proposed project's contribution to the global impact of climate change is considered substantial.

PROJECT-GENERATED GREENHOUSE GAS EMISSIONS AND CUMULATIVE CONTRIBUTION TO CLIMATE CHANGE IMPACTS

Short-term construction and long-term operation of the level II infill correctional facilities would generate emissions of GHGs. Construction emissions would be associated with vehicle engine exhaust from construction equipment, vendor trips, and construction worker commute trips. Operational emissions would be associated with area, mobile, and stationary sources. Indirect emissions would include GHGs associated with the offsite generation of electricity consumed by the facility, including the electricity associated with the treatment and distribution of water to the project site. Operation of the infill facilities would also lead to increased GHG emissions associated with additional solid waste disposed to landfills. Operation of a proposed single, level II infill correctional facility would generate 396 vehicle trips per day. Table 4-2 summarizes the modeled GHG emissions associated with construction and operation of the single level II correctional facility. Refer to Appendix 1D for detailed modeling input parameters and results.

Table 4-2 Summary of Modeled Greenhouse Gas (CO₂e) Emissions Associated with a Single Level II Correctional Facility	
Source	Single Level II Facility
Construction GHG Emissions, total (metric tons¹)	4,852
Operational Emissions (metric tons/year ¹)	
Amortized Construction Emissions ²	243
Mobile Sources	653
Electricity Consumption	2,521
Natural Gas Consumption	419
Water Consumption	204
Solid Waste Generation	237
Stationary Sources	87
Total GHG Emissions (Single Facility)	4,364
Total GHG Emissions – Three Single Facilities	13,092
Notes: CO ₂ e = carbon dioxide equivalent	
The values presented in this table do not include the full life-cycle of GHG emissions that may be generated by the production/transport of materials used during project construction, solid waste or waste water disposal over the life of the project. Estimation of emissions associated with these activities would require extensive speculation and analysis beyond the current state of the art in impact assessment, and would lead to a false and misleading level of precision in the reporting of project-related GHG emissions.	
¹ Emissions were modeled using the CalEEMod Version 2011.1.1 computer model, based on trip generation rates contained in the traffic analysis prepared for the project (Fehr and Peers 2013), proposed land uses identified in the project description, and default model assumptions where detailed information was not available.	
² The total emissions associated with project construction were amortized over the lifetime of the project (i.e., 20 years) based on guidance from the County of San Diego.	
³ Indirect emissions associated with stationary sources (increased energy consumption and water consumption) were calculated using historical data from other CDCR facilities and the Local Government Operations Protocol Version 1.1 (ARB 2010b).	
Refer to Appendix 1D for detailed assumptions and modeling output files.	
Source: Data modeled by Ascent Environmental in 2013	

As shown in Table 4-2, construction of a single, level II infill correctional facility would result in 4,852 metric tons of carbon dioxide equivalent (MT CO₂e) and operation of the facility would generate approximately 4,364 MT CO₂e per year (including construction emissions amortized over 20 years, consistent with the County of San Diego's recommendation and the recommendations of many air districts and other lead agencies throughout the state).² The emissions estimates shown in Table 4-2 are based on a conservative analysis for one single facility. Because the project proposes the development of three single facilities (or one complex and one single facility), cumulative GHG emissions for the proposed project would be three times the value reported in the table, i.e., 13,092 MT CO₂e/year.

Considerations in Determining Impact Significance

This mass of project-generated GHG emissions from the proposed project, as shown in Table 4-2, as with any single project, would appear miniscule in comparison to the state or global inventory; however, this type of comparison merely minimizes the cumulative nature of this impact. For this reason, it is important to consider an appropriate context for GHG emissions. GHG emissions are dispersed throughout the atmosphere worldwide, and the effects of climate change are borne globally, unlike criteria air pollutants and toxic air contaminants, which have regional and local impacts on air quality. As discussed above, the extent to which GHG emissions attributable to the proposed facilities can be treated as "new" is uncertain.

CDCR typically would use any applicable thresholds recommended by the regional air quality agency with jurisdiction over the project or its geographic area. However, because the project includes the potential development of correctional facilities in different cities/counties and air districts (see prior discussion), this EIR places project-generated GHG emissions in the appropriate statewide context in order to evaluate whether the proposed project's contribution to the global impact of climate change would be considered substantial. Thus, this significance determination relies on a qualitative analysis considering the extent to which the project may increase or reduce GHGs as compared to the existing environment per Section 15064.4, "Determining the Significance of Impacts from Greenhouse Gas Emissions" of the CEQA Guidelines.

AB 32 requires that ARB determine what the statewide GHG emissions level was in 1990, and approve a statewide GHG emissions limit that is equivalent to that level, to be achieved by 2020. This emission level would have to be accomplished while accommodating 30 years (1990–2020) of population and economic growth in the state. Effectively, California will need to be more GHG-efficient in all areas to achieve this mandate. The GHG emissions associated with the operation of incarceration facilities are not specifically identified in ARB's statewide GHG inventory or in ARB's Climate Change Scoping Plan, which contains the main strategies the State will implement to achieve the GHG reduction mandate of AB 32 (ARB 2008). Nonetheless, the most fitting parameter for evaluating whether the proposed infill facilities would contribute substantially to the cumulative impact of climate change or are consistent with ARB's Climate Change Scoping Plan concerns the efficiency in which energy is consumed and associated GHG levels are emitted. In particular, this evaluation would identify whether these proposed facilities could reduce GHG emissions to become compliant with the statewide reduction goals by consuming energy in an efficient manner that is consistent with the reductions mandated by AB 32 while still supporting population growth, job growth, and the need to accommodate an increasing number of inmates committed by counties to state prisons, and the need to provide federal court (constitutionally adequate)-mandated health and mental health care to inmates.

As stated above, construction of a single, level II infill correctional facility would generate finite quantities of approximately 4,852 MT CO₂e over the duration of the construction period (Table 4-2). Construction of each facility would contribute GHG emissions to a much lesser extent than operation of

² Because CO₂ and other GHG emissions are generally conserved over a long period in the atmosphere, it is appropriate to divide the emissions over a period of time and add them to the single year estimate for a project in order to understand the overall implications to GHG of constructing a project.

the facility, but construction-related emissions are amortized over the lifetime of each project. As shown in Table 4-2, operation of one single level facility would result in GHG emissions of approximately 4,364 MT CO₂e annually during its operational lifetime. Emissions from operation of three single level facilities would be 13,092 MT CO₂e/year. These estimates were developed based on conservative assumptions, as described above.

The estimates of GHG emissions from the project (three single, level II correctional facilities as analyzed here) would be less than EPA's reporting level of 25,000 MT CO₂e/year but would exceed ARB's reporting level of 10,000 MT CO₂e/year. It should be noted that the ARB reporting requirement at a level of 10,000 MT CO₂e/year applies to facilities whose only emissions come from stationary fuel combustion. The project's predominant sources of GHG emissions are indirect emissions associated with electricity consumption and mobile sources. Therefore, the project is not subject at ARB's reporting requirements. The ARB reporting level is used to provide context for the magnitude of the project's GHG emissions. Emissions would also be greater than County of San Diego's published 2,500 MT CO₂e/year, SCAQMD's proposed 3,000 MT CO₂e/year, SLOAPCD's adopted 1,150 MT CO₂e/year and BAAQMD's adopted 1,100 MT CO₂e/year thresholds. In the context of the various adopted and proposed thresholds and reporting limits, a conservative interpretation would suggest that the project's impacts associated with GHG would be a considerable contribution to a cumulative impact, as defined in CEQA because the GHG emissions from one single level II correctional facility would individually exceed each threshold cited above. CEQA requires public agencies to identify all potential effects directly or indirectly resulting from a project on the environment. CEQA also directs public agencies to treat EIRs as "full disclosure" documents to ensure that the public is aware that public agencies have considered potential adverse environmental effects in their decision-making processes. Because there is no consensus as to what level of emissions of GHG may constitute a significant impact, CDCR is taking a conservative approach in concluding that this impact is significant.

*While the proposed project would result in the the closure of older facilities (California Rehabilitation Center, Norco) that do not meet current energy efficiency standards, construction of 2 or 3 level II infill correctional facilities throughout the State would generate GHG emissions, directly or indirectly, that may have a significant impact on the environment or conflict with AB32. As a result, the level II infill correctional facilities project would have a **considerable contribution to a significant cumulative GHG impact.***

Mitigation Measures

Mitigation Measure 4-1

In order to reduce GHG emissions associated with the project, CDCR will evaluate and implement the following measures where feasible:

- › Renewable Energy Use. Install solar, wind, and geothermal power systems and solar hot water heaters.
- › Use of Hybrid Powered and/or electric powered maintenance and transportation vehicles.

CDCR will develop and implement a voluntary employee trip reduction program that minimizes the percentage of employee commute trips in single occupancy vehicles. At a minimum, the program will encourage employees to commute by some other transportation mode than a single occupancy vehicle. This program will be fully funded by CDCR and be developed in consultation with local air districts and MPOs for the chosen infill sites. The program will be managed by an onsite Employee Transportation Coordinator employed and appointed by CDCR. A designated Transportation Manager will also be on duty during each shift to manage the program. The reduction program and its effectiveness will be evaluated annually. As part of the program, CDCR will provide a display case or kiosk that presents all of the program

information in a prominent area accessible to employees (e.g., break room or entrance). Elements of the employee trip reduction program may include, but are not limited to, the following measures:

- › Provide carpool ride matching assistance for employees, assistance with vanpool formation, and provisions of vanpool vehicles.
- › Provide a demarcated area exclusively for employee shuttles, carpools, vanpools, public transit, and cyclists that allows for more convenient and expedient access to and from the site during peak turnover periods (i.e., shift changes).
- › Design and provide preferential parking for carpool and vanpool vehicles. Design features may include a separate parking lot for carpool and vanpool vehicles that is closer to the employee building entrance than the parking lot for single occupancy vehicles and/or covered parking spaces for carpool and vanpool vehicles.
- › Make available free or discounted public transit passes to all employees if public transit service is expanded to serve the project site.
- › Provide a covered area for the onsite employee shuttle stop or vanpool parking lot and an open-air covered walkway connection to the employee entrance of the building to provide summertime shade and protection from rain.

Significance after Mitigation

As noted above, the new facilities would comply with the most recent energy efficiency-related standards in the California Building Standards Code (Title 24) and additional energy efficiency features would be incorporated into the new buildings certified in the U.S. Green Building Council's LEED program. Operation of these facilities may be more energy-efficient and, therefore, more GHG efficient than existing CDCR facilities. In compliance with Governor Schwarzenegger's Executive Order B-18-12, which requires all state projects over 10,000 square feet to meet LEED Silver standards, CDCR has committed meeting or exceeding LEED Silver standards for the proposed level II infill facilities. Buildings meeting LEED Silver standards typically achieve efficiencies in energy and water consumption, waste management and construction practices above and beyond current code requirements. Therefore, operation of the proposed infill correctional facilities would be expected to be more GHG efficient in regards to energy and water consumption and solid waste generation in comparison to existing CDCR facilities.

The reduction in mobile-source GHG emissions associated with employee commute trips would depend on the mix of measures implemented to achieve the reduction in single occupancy vehicle trips by employees. Even if mobile-source emissions were reduced by 25%, or 490 MT CO₂e/year, total operational emissions would be up to 12,602 MT CO₂e/year. Analysis of voluntary commute trip reduction programs by the California Air Pollution Control Officers Association (CAPCOA) suggests that such programs can achieve up to a 19% reduction in commute vehicle trips (CAPCOA 2010). Achieving a 25% reduction would require participation from approximately 25% of employee commuters. While this level of reductions may be achievable for the project, it would not be sufficient to reduce GHG emissions to below a level of significance. Thus, implementation of the above mitigation would reduce GHG emissions, but not to less than cumulatively considerable. Therefore, the project's cumulative GHG impacts would remain **significant and unavoidable**. Although, for the purposes of this analysis, the proposed level II infill correctional facilities are treated as entirely new facilities, they would largely replace an existing CDCR facility (California Rehabilitation Center, Norco) that does not

meet new efficiency-related building standards for new construction, and overall GHG emissions associated with CDCR facilities would likely decrease as a result of the proposed project.

While implementation of this mitigation measure is intended to reduce GHG emissions and it would also result in some amount of emissions reduction in criteria air pollutant and precursor from area and mobile sources. Because of the close correlation between GHG and ozone precursor emissions from mobile sources, it is reasonable to expect that the manner in which GHG emissions would be reduced would also be effective in reducing ozone precursor emissions to a similar extent for applicable sectors.

5 ALTERNATIVES TO THE PROJECT

CEQA Guidelines (Section 15126.6[a]) require an evaluation of “a range of reasonable alternatives to the project, or the location of the project, which would feasibly attain most of the basic project objectives but would avoid or substantially lessen any of the significant effects, and evaluate the comparative merits of the alternatives.” The purpose of the alternatives analysis is to determine whether or not a variation of the project would reduce, or eliminate, significant project impacts, within the basic framework of the objectives.

Thus, alternatives considered in an EIR should be potentially feasible, and should attain most of the basic project objectives. The term “potentially” feasible is used, because this EIR reflects CDCR staff’s determination of alternatives that may be feasible; ultimately, the determination of feasibility is made by the project decision maker, the Secretary of CDCR, after balancing technical, legal, social, and environmental factors.

As will be further described below, this EIR provides a robust consideration of alternatives, particularly alternative locations. Four individual sites are evaluated at an equal level of detail for consideration of constructing the project at two or three of the sites, and a fifth site was also studied in detail. While two of the sites, MCSP and RJD, have been identified as the proposed project sites, the analysis provides sufficient detail to consider development at any of the four sites evaluated in detail. Alternatives related to significant environmental impacts at each of the sites under consideration are also provided, as appropriate.

5.1 PROJECT OBJECTIVES

Because the alternatives to the project must attain most of the basic objectives of the project, the discussion of objectives found in Chapter 3 is repeated here.

The primary and fundamental objective of the proposed Level II Infill Correctional Facilities Project is to fulfill the mandates of SB 1022 by providing additional level II prison housing, related support buildings, and inmate rehabilitative programming space adjacent to existing CDCR prison facilities. CDCR anticipates the need for these new facilities because proposed changes to its inmate classification criteria are expected to result in an increased number of level II inmates. The authorized facilities, according to Section 14(a)(4) of SB 1022, are intended “to provide flexible housing for various inmate[s]..., including, but not limited to, those with disabilities, intermediate medical needs, or mental health treatment needs.”

The size of the proposed facilities was determined based on the inmate population goals of CDCR’s plan for long-term operations, “The Future of California Corrections,” also known as the CDCR Blueprint. The CDCR Blueprint states that each level II infill correctional facility “will house approximately 800 inmates” and will include program space for rehabilitation including “substance abuse, medical and mental health treatment, and academic programs” (CDCR 2012). Per the Blueprint, the additional level II infill correctional facilities “will use a flexible design originally developed for the substance abuse treatment program at the California Substance Abuse Treatment Center Facility and State Prison at Corcoran” (CDCR 2012). The Substance Abuse and Treatment Facility (SATF), which has been operational since 1997, is a state-of-the art facility with a fully proven record of performance, including internal and external security, programming space, provision for medical needs, and substance abuse prevention, while operating efficiently. As a result, design, construction and operations costs would be minimized and optimized, and the SATF design served as the basis for the budget authority contained in SB 1022. In fact, the budget approved in SB 1022 does not include any provisions for redesign of the facility, except as it relates to site planning (design issues unique to each site). The proposed project is based on the construction of three of the SATF-based dorm facilities, with each housing 792 inmates.

Further, as noted in Chapter 2, “Introduction” of this volume of the EIR, the legislative summary of SB 1022 specifically states that:

“[SB 1022] would... require the department, after completion of three Level II dorm facilities, to remove all inmates from, cease operations of, and close the California Rehabilitation Center in Norco, as specified.”

Because SB 1022 requires closure of California Rehabilitation Center, Norco by the end of 2016, the construction and opening of three level II infill correctional facilities is required to maintain a similar schedule by SB 1022 in order to meet inmate housing needs Statewide.

The proposed infill facilities are intended to achieve the following additional objectives:

- ▲ assist in meeting the goals of the CDCR plan, “The Future of California Corrections” (also known as the CDCR Blueprint), to improve state correctional facility operations in a fiscally responsible manner;
- ▲ meet the goals of the Blueprint by constructing 3 level II dorms, each with a capacity of approximately 800 beds;
- ▲ utilize vacant/underutilized property within two or three of seven identified existing prisons for the construction of secure level II correctional facilities;
- ▲ use the existing staff resources and capacity of prison infrastructure within the seven subject prisons to minimize the cost of operating the additional level II correctional facilities while minimizing impacts to sensitive biological resources;
- ▲ construct the facilities within the timeframe necessary to meet SB 1022 goals as they related to the timeframe for the closure of CRC Norco and the timely provision of Level II housing;
- ▲ reduce CDCR’s annual operational costs by replacing facilities that are outdated, have infrastructure deficiencies, and are costly to operate;
- ▲ improve CDCR’s ability to achieve its goal of providing rehabilitative programs, including substantive work, academic education, vocational training, and specialized treatment for California’s inmate population; and
- ▲ design facilities to provide flexible housing for various level II inmate sub-populations.

5.2 RANGE OF ALTERNATIVES CONSIDERED

The range of alternatives studied in the EIR is governed by the “rule of reason,” requiring evaluation of only those alternatives “necessary to permit a reasoned choice” (CEQA Guidelines Section 15126.6[f]). Furthermore, an EIR “need not consider an alternative whose effect cannot be reasonably ascertained and whose implementation is remote and speculative” (CEQA Guidelines Section 15126.6[f][3]). The analysis should focus on alternatives that are feasible (i.e., that may be accomplished in a successful manner within a reasonable period of time), including the consideration of economic, environmental, social, and technological factors. Alternatives that are remote or speculative need not be discussed. Furthermore, the alternatives analyzed for a project should focus on reducing or avoiding significant environmental impacts associated with the project as proposed.

Alternatives considered in an EIR need to attain most of the objectives of the project in order to be considered feasible, and while the objectives cannot be so narrow as to unreasonably limit consideration of alternatives, sometimes a project has conditions that naturally provide few feasible alternatives. For instance, a power line may be limited by the area it serves, where suitable electrical infrastructure is located that the power line would connect to and from, and limited technology choices. Further, a residential project would not be a reasonable alternative to a wastewater treatment plant (and would therefore not be feasible), as the objectives of the treatment plant would not be consistent with those associated with a residential project. Thus, in some instances, only one or two alternatives may be available that attain most of the basic project objectives, and are both feasible and reduce impacts of the project.

This basic condition governs consideration of alternatives in the instance of the proposed projects. When SB 1022 was approved on June 27, 2012, it provided a legislative mandate that CDCR evaluate the development of level II infill correctional facilities at existing CDCR property at the following seven prisons: Folsom State Prison (FSP); California State Prison, Sacramento (SAC); California Medical Facility (CMF); California State Prison, Solano (SOL); Mule Creek State Prison (MCSP); California Institution for Men (CIM); and Richard J. Donovan Correctional Facility (RJD). It also authorized and directed CDCR to design and construct three level II dorm facilities at one or more of the aforementioned institutions. Further, CDCR's Blueprint states that the new level II facilities would be designed and constructed at existing intermediate care facilities (CDCR 2012a). There are currently 10 male and 1 female intermediate care facilities within the CDCR prison system. SB 1022 listed 7 of the 11 intermediate care facilities; for a discussion of the other 4, refer to Section 5.4 below. As noted in Chapter 1 of this volume of the DEIR, among the seven existing prisons listed in SB 1022, two pairs of the prisons, which are adjacent to each other, share one respective available area that can be considered for an infill addition. Thus, there are five potential sites for the development of level II infill correctional facilities, and SB 1022 limited the range of potential alternatives to be evaluated under CEQA to these 5 sites. Further, within each of the 5 sites, there is limited availability of State-owned property that would be sufficient for the development of level II infill correctional facilities with regard to the physical space and infrastructure needed for such facilities. At the outset of the EIR analysis, all 5 sites identified in SB 1022 were being evaluated for new level II dorm facilities that CDCR.

However, with respect to one of the sites, CIM, the level of engineering studies that would be required to accurately assess the potential need for modifications to the existing water treatment system (including adequacy of supply, storage, and distribution) and the wastewater treatment system would require a longer schedule than can feasibly be accommodated by the proposed project within the legislative requirements of SB 1022. In accordance with SB 1022 and the CDCR Blueprint, closure of California Rehabilitation Center, Norco must occur no later than December 31, 2016 or within 6 months after construction of the level II infill correctional facilities is complete, and meeting this schedule requires that CEQA (and necessary supporting studies) is completed far enough in advance to allow for consideration of the project. Further, there is no provision in this legislation to allow for a longer implementation schedule due to the need for additional infrastructure studies. Therefore, CIM has been evaluated as an alternative within this DEIR, but not at an equal-level as the proposed project because of the need for additional study to address the adequacy of the infrastructure capacity at this site. If CDCR were to select CIM for development with a level II infill correctional facility, additional analysis of potential environmental impacts would be required.

The State CEQA Guidelines (Section 15126.6[e]) also require that, among other alternatives, a "no-project" alternative be evaluated in comparison to the project and that it "discuss the existing conditions, as well as what would be reasonably expected to occur in the foreseeable future if the project were not approved, based on current plans and consistent with the available infrastructure and community services." Accordingly, a no project alternative is analyzed in this DEIR.

5.3 SUMMARY OF ENVIRONMENTAL IMPACTS

The summary table provided in Chapter 1, "Executive Summary" of this volume of the DEIR presents a detailed summary of the potential environmental impacts of development of level II infill correctional facilities at all five infill sites. Please refer to this table for a summary of the potential significant and unavoidable impacts associated with development of each infill site.

5.4 ALTERNATIVES CONSIDERED BUT NOT ANALYZED IN DETAIL

State CEQA Guidelines Section 15126.6(c) provides that an EIR "should also identify any alternatives that were considered by the lead agency but rejected as infeasible during the scoping process and

briefly explain the reasons underlying the lead agency's determination." The following discussion has been divided into two parts. The first part describes several potential design alternatives to the proposed project that would involve an alternative design adjacent to one or more of the existing CDCR prison to be evaluated per SB 1022, and the second describes several potential offsite alternatives to development adjacent to one or more of the CDCR prisons identified in SB 1022.

5.4.1 DESIGN ALTERNATIVES

PRISON INMATE POPULATION REDUCTIONS

One alternative considered but rejected from consideration is an alternative that would reduce the number of inmates in the state prison system to the extent that new prison beds are not needed. CDCR utilizes a classification system to determine housing needs for inmates. A variety of inmate case factors, such as age, institutional behavior, and time to serve are given a weighted point system to determine the offender's classification score. In 2010, then Governor Arnold Schwarzenegger and the California Legislature launched an effort to review CDCR's inmate classification system, convening a panel of experienced correctional professionals and other experts to examine mandatory minimum sentences (imposed by the legal system, not CDCR), custody designations, and the point system thresholds that separate the four security levels used by CDCR (levels I – IV), as explained in further detail in Chapter 2, "Introduction" of this volume of the DEIR. As a result of the research, the panel concluded that preliminary scores, not mandatory minimums or custody designations, are the best predictors of risk. The modified system has enabled CDCR to move over 9,500 male inmates from level IV to level III, and over 7,000 male inmates from level III to level II. As a result, there will be an increase in the number of inmates classified as low security or level II (CDCR, n.d.). There is currently no statutory mechanism for a further reduction of 2,376 inmates within the state prison system.

Even a substantial reduction in the number of incarcerated people would not eliminate the need to provide additional bed space for inmates throughout the system. The long-term trend over the last 30 years has shown consistent increases in the number of incarcerated people. Legislation and voter initiatives have generally addressed crime by lengthening prison sentences and, at the same time, California's population has grown. Legislative "realignment", where lower level offenders have been reassigned to county jails, has substantially reduced inmate population within the State prison system, but not to the extent that all overcrowding reduction goals have been met as of June 2013. This combination suggests that it is unlikely, and it is not projected, that the demand for prison space will sufficiently diminish in the foreseeable future to the extent additional Level II housing would not be required.

REDUCED SIZE FACILITY

One alternative typically considered in EIRs is whether reducing the size of a project could also reduce significant impacts. The question in this EIR is if SB 1022 or other CDCR planning criteria would allow for smaller facilities than currently proposed. They do not. SB 1022 is based on the CDCR Blueprint. The Blueprint specifically directs CDCR to develop three new level II housing facilities, each of which would house approximately 800 inmates and should follow the model design developed for California Substance Abuse Treatment Facility and State Prison at Corcoran (CDCR 2012). This model design is known to function effectively and provide appropriate security and rehabilitative programs for the inmate population that it was designed to serve. The model design has been optimized by CDCR to meet the various operational requirements within a self-contained unit on a relatively small site, including provision of necessary medical, educational, and rehabilitative programs for CDCR inmates. Because of this, SB 1022 did not include any budget related to facility design (other than the budget needed to address specific site conditions). In addition to being contrary to the CDCR Blueprint, it would be neither economically nor operationally feasible to redesign the facility to accommodate fewer inmates or to utilize less property.

Further, CDCR is under legal obligation to meet certain requirements pertaining to facility capacity and overcrowding, health care provision, and other needs, recognizing the overall inmate population within its system, and must do so with efficient expenditure of public funds. A reduced size alternative would simply mean that CDCR would have to build more facilities, which would cause additional environmental impacts, at the locations where such facilities would be built. Not only would this increase environmental impacts, it would require a substantial increase in staffing and operational costs. For all of these reasons, a reduced size alternative was rejected from further consideration.

TRIPLE FACILITY

The wording of SB 1022 also does not limit the potential for a triple facility to be built on a single site. Rather, it specifically states that it “authorizes and directs the design and construction of three level II dorm facilities at one or more” of the five aforementioned sites. However, spatial, topographic, and safety considerations at all five sites would not allow for the placement. During initial evaluations of the five sites, the following was determined regarding potential siting within each of the SB-1022-designated properties:

- ▲ RJD – Existing uses at RJD are located in the middle of the existing property. Development of a triple facility at RJD would require the use of the full extent of CDCR property at this location with a single facility above RJD and a complex at the currently contemplated infill site. This would provide CDCR with no ability to develop additional supporting services at RJD if determined necessary at a later date. Further, the limited space to the north of the existing RJD facility has additional biological constraints related to sensitive species within the Otay Ranch Open Space Preserve, which is identified as a “hardline preserve area” in the MSCP, indicating that the land has been dedicated as open space in perpetuity. For these reasons, development of a triple facility at RJD was deemed infeasible and removed from consideration.
- ▲ CIM – CIM has the most acreage of CDCR property that is not already developed with prison facilities. Based on an initial evaluation of infrastructure at CIM, it was determined that a triple facility at CIM could potentially exceed the capacity of existing infrastructure and require substantial upgrades, which would likely exceed the project budget. For these reasons, development of a triple facility at CIM was deemed infeasible and removed from consideration. Additional infrastructure studies would be necessary for the CIM site to be considered a potential alternative to the other two SB 1022 alternative sites.
- ▲ MCSP – Of the infill sites, the MCSP Infill Site has the most topographic variation. Any development within CDCR property at MCSP would require grading and removal of onsite vegetation. There are several existing constraints within the MCSP property, including Mule Creek, two reservoirs, several drainages, and potential rare plants species. A triple facility would require substantial modification of the existing topography, as well as substantial vegetation (including oak woodland) removal. Furthermore, after consideration of potential placement of three facilities onsite, it was determined that the existing topography did not provide adequate space to accommodate a third facility. CDCR considered reuse of the Preston Youth Correctional Facility (PYCF) however reuse of this site would also require substantial grading and would result in the loss of several potentially historic structures. For these reasons, development of a triple facility at MCSP was deemed infeasible and removed from consideration.
- ▲ FSP/SAC – Adequate space is not available for development of a triple facility (or even a complex) at FSP/SAC. The only remaining developable area within CDCR property at FSP/SAC is the contemplated infill site and is limited by existing topography to the east and west, FSP and SAC to the south, and Folsom Lake Crossing and the northern boundary of CDCR property to the north. Due to the substantial topographic constraints at FSP/SAC, development of a triple facility (or even a complex) at FSP/SAC was deemed infeasible and removed from consideration.
- ▲ CMF/SOL – Adequate space is not available for development of a triple (or even a complex) at CMF/SOL. The existing CDCR property is almost at full utilization. CMF is located along the northern portion of the property, while SOL is located in the southern portion. A former landfill is located between the two existing facilities and would require extensive excavation and potential

remediation in order to be considered for redevelopment. As a result, the contemplated infill site at CMF/SOL is the only viable location for development of a level II infill correctional facility and adequate space is not available at this location for a triple facility (or even a complex) at CMF/SOL. As a result, development of a triple facility (or even a complex) at FSP/SAC was deemed infeasible and removed from consideration.

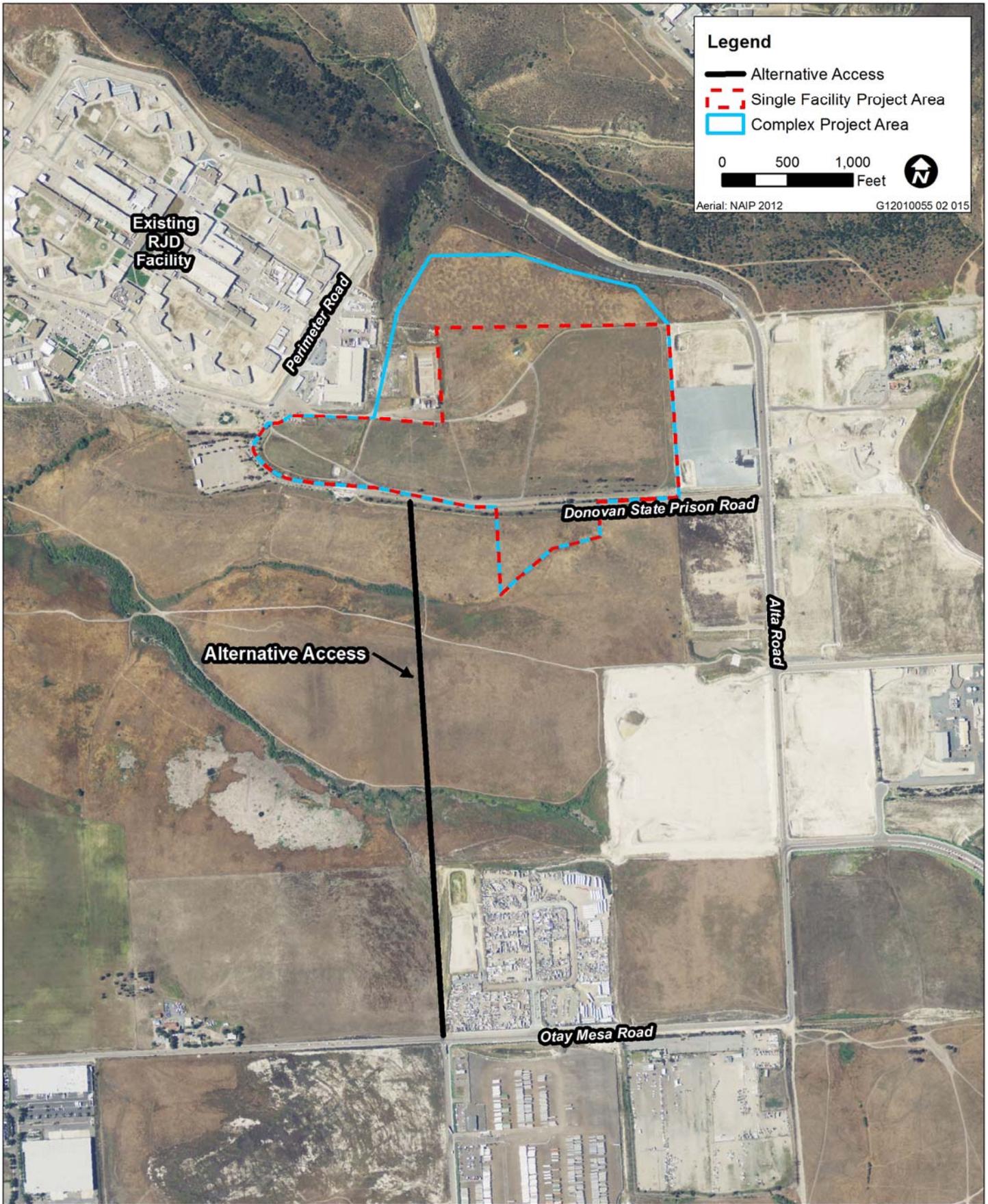
RJD ALTERNATIVE ACCESS/EXTENSION OF ENRICO FERMI ROAD

During public review of the Notice of Preparation, a commenter requested evaluation of a potential alternative access that would extend Enrico Fermi Road north to Donovan State Prison Road. CDCR has a long-standing practice of providing only a single public entrance road to state prisons. CDCR has consistently followed this practice for many decades. For example, all of the new prisons constructed since the early 1980's (approximately 20) have a single entrance. Even older state prisons such as the one in Soledad and Tehachapi maintain a single entrance road even though both have multiple prisons served by the historic entrance. CDCR maintains this practice in the interest of public safety because a single gate poses a lower risk to facility security.

It is also noted in the case of RJD that (1) it is preferable to maintain the current entrance road because it provides direct access between the state prison and the adjacent San Diego County facility, which is an advantage during circumstances that require mutual aid; (2) a second entrance on Enrico Fermi Road would require 24/7 operation and staffing of the additional gatehouse; and (3) construction of the proposed second entrance poses significant additional construction costs to CDCR and it would have effect native habitat and potential jurisdictional wetlands that occur within the right-of-way, as explained in further detail below.

The commenter stated that this road extension may reduce traffic impacts along Otay Mesa Road and along Alta Road. However, as noted in Section 3.11, "Transportation," of Volume 2, the potential operational impacts of the contemplated development in these areas can be mitigated without requiring the extension of Enrico Fermi Road. With respect to construction traffic impacts, the performance standard identified in Mitigation Measure 3.11-4 of 50 passenger car equivalents (PCEs) during the peak hour could be modified under this alternative, as this standard was related to intersection level of service (LOS) at the intersection of Otay Mesa Road and Alta Road. However, this alternative would have a similar performance standard of 110 PCEs during the peak hour related to LOS at the intersection of La Media Road and Otay Mesa Road. Based on the anticipated number of peak daily construction trips under either a single facility or a complex (744 and 1,628 trips, respectively), it is similarly considered unlikely that peak-hour construction traffic associated with development of the infill site under this alternative could be reduced to below this performance standard, thus maintaining a significant and unavoidable impact.

More importantly, extension of this road would result in new impacts in addition to those that would occur with implementation of the single or complex designs as proposed, with mitigation. The location of this extension is depicted in Exhibit 5-1. The likely right-of-way for this road would start at Donovan State Prison Road and travel south over ½ mile. It would cross two arroyos, an erosion gully, and additional open space (Exhibits 5-2 and 5-3). Both arroyos would likely be considered waters of the United States and would require Section 404 permits under the Clean Water Act. In addition to wetland habitat, the open space is largely comprised of annual grasslands, which could provide potential sensitive species habitat as described in Section 3.2, "Biological Resources." To construct the road, substantial fill and grading through this habitat would be required. Other construction-related impacts, such as substantial emissions of criteria air pollutants, would also result. None of these additional impacts would result from development of the infill site.

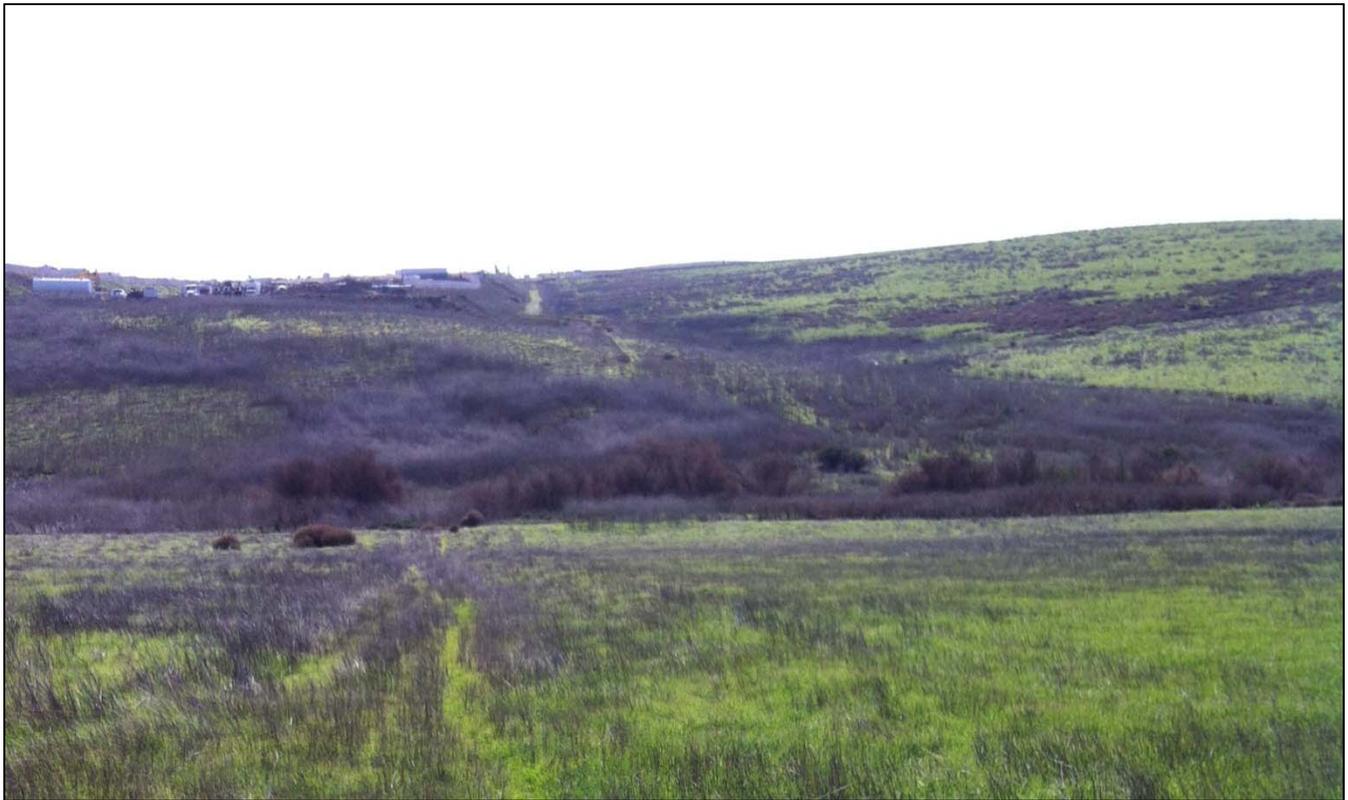


Source: adapted by Ascent Environmental in 2013

Exhibit 5-1

Conceptual Alignment for Alternative Access





Source: Ascent Environmental 2013

Exhibit 5-2 View of Potential Alternative Access Looking South toward Enrico Fermi Road



Source: Ascent Environmental 2013

Exhibit 5-3 View of Potential Alternative Access Looking South from Donovan State Prison Road

On top of additional environmental impacts, this alternative would result in both regulatory uncertainty and substantial additional costs. The necessary mitigation described in the EIR includes installation of a signal at the intersection of Otay Mesa Road and Alta Road. The estimated cost of installation is between \$130,000 and \$200,000. A detailed cost estimate of the extension of Enrico Fermi Road north from Otay Mesa Road to Donovan State Prison Road has not been conducted, but even based on a very schematic review of the alignment it is expected the extension would be over \$6.9 million dollars, which is an exceptional cost increase compared to the proposed project. Further, because wetlands and potential endangered species could be affected, additional permitting would be necessary. The outcome of such permitting is unknown and represents an additional cost to the project. Finally, extension of Enrico Fermi Road would require reorientation of the existing secure entrance to RJD and would create potential internal circulation problems at the infill site. This could also impede CDCR's ability to continue to provide mutual aid to the existing County of San Diego detention facilities northeast of the infill site while minimizing potential conflicts with the existing uses to the south. A secondary entrance from Enrico Fermi Road would also conflict with standard CDCR security practice, which provides for a single entrance for access control purposes.

RJD ALTERNATIVE LOCATION WITHIN CDCR PROPERTY

Existing uses at RJD are located in the middle of the existing property (refer to Exhibit 2-2 in Chapter 2 of Volume 2). The currently contemplated single facility and complex designs at RJD would involve development of the southeastern portion of existing CDCR property. The only remaining undeveloped space within CDCR property is located north of the existing RJD facility. This area is constrained on the west, north, and east by existing terrain and has additional biological constraints related to sensitive species within the Otay Ranch Open Space Preserve, which is identified as a "hardline preserve area" in San Diego County's MSCP, indicating that the land has been dedicated as open space in perpetuity. Further, the area north of RJD represents approximately one half of the acreage necessary for development of a single, level II infill correctional facility. For these reasons, development of a single, level II infill correctional facility or a level II infill correctional facility complex at an alternative location within the RJD property was deemed infeasible and removed from consideration.

MCSP ALTERNATIVE LOCATION WITHIN CDCR PROPERTY

Existing uses at MCSP are located in the western portion of the existing property (refer to Exhibit 2-2 in Chapter 2 of Volume 3). The currently contemplated single facility and complex designs at MCSP would involve development of the southeastern central portion of the existing CDCR property. While there are several areas within the existing MCSP property that are undeveloped, the terrain varies substantially. The currently contemplated infill site represents the largest area of predominantly flat land that could accommodate an infill correctional facility. The eastern portion of the property is used by the California Department of Forestry and Fire Protection (CAL FIRE) for training purposes and also contains areas of lone chaparral, which is considered sensitive habitat by the California Department of Fish and Wildlife because it hosts several rare plant species. The terrain in this area is undulating and elevations vary by as much as 100 feet over a distance of 500 feet. The southeastern and northwestern portions of the existing MCSP property provide limited space for development due to terrain. The existing Mule Creek Reservoir (located in the northwestern portion of the property) and the existing Preston Reservoir (located in the southeastern portion of the property) limit the area of developable space. The southern edge of the property adjacent to SR 104 provides very limited acreage and is constrained on the eastern and western sides by the existing CAL FIRE and MCSP facilities, respectively. Further, this area represents approximately 75 percent of the acreage necessary for development of a single, level II infill correctional facility. For these reasons, development of a single, level II infill correctional facility or a level II infill correctional facility complex at an alternative location within the MCSP property was deemed infeasible and removed from consideration.

MCSP ALTERNATIVE REUSE OF PRESTON YOUTH CORRECTIONAL FACILITY

The existing Preston Youth Correctional Facility (PYCF) is currently maintained by CDCR as an unused facility, and it no longer houses youth offenders. The facilities within PYCF are not constructed according to current security planning protocols and would likely require removal and redevelopment prior to use of the MCSP Infill Site. This would require demolition of several structures, some of which may be considered historic. This would be a new potentially significant impact that would not occur under the single facility or the complex design as currently proposed at MCSP. In addition, reuse of this facility would require the installation of high-mast lighting no less than 500 feet from Preston Castle and several existing residential structures located within the City of Lone. The addition of high-mast lighting at this location could affect the historical context of Preston Castle, which is listed on the National Register of Historic Places and is designated as a California Historic Landmark. Therefore, due to the potential community and security concerns associated with reuse of the PYCF property and because of the new potentially significant impacts to historic structures, this alternative was deemed infeasible and removed from consideration.

FSP/SAC ALTERNATIVE LOCATION WITHIN CDCR PROPERTY

Existing uses at FSP/SAC are located in the central portion of the existing property (refer to Exhibit 2-2 in Chapter 2 of Volume 4). The currently contemplated single facility at FSP/SAC would involve development of the northern portion of the existing CDCR property. While several areas within the existing FSP/SAC property are undeveloped, the terrain varies substantially and additional potential constraints apply in these areas. The currently contemplated infill site represents the largest area of predominantly flat land that is located away from heavily vegetated areas or areas that may require removal of potentially historic structures and that could accommodate a level II infill correctional facility. The eastern portion of the property is heavily wooded, and the removal of oak woodlands could be considered an impact to potentially sensitive habitat. This would be a new significant impact that would not occur with the project as currently proposed at the FSP/SAC Infill Site. The central and southern portions of the site would involve substantial land modification and could result in direct impacts to potentially historic structures that have not been identified for a single, level II infill correctional facility at the FSP/SAC Infill Site. In addition, the impacts related to transportation and visual resources that are identified in Volume 4 for a level II infill correctional facility at the FSP/SAC Infill Site would likely remain under this alternative. For these reasons, development of a single, level II infill correctional facility at an alternative location within the FSP/SAC property was deemed infeasible and removed from consideration.

CMF/SOL ALTERNATIVE LOCATION WITHIN CDCR PROPERTY

Existing uses at CMF/SOL are located in the northern and southern portions of the existing property (refer to Exhibit 2-2 in Chapter 2 of Volume 5). The currently contemplated single facility at CMF/SOL would involve development of the eastern portion of the existing CDCR property. A former landfill is located in the western portion of the site, and solar facilities are planned for the western area of this site. Development on the former landfill is not considered feasible due to potential impacts related to hazards and hazardous materials and the financial cost to remove the landfill debris prior to development. No other undeveloped areas are present within the existing CMF/SOL property that could accommodate level II infill correctional facilities, and implementation of additional setbacks from nearby residences is not feasible within the physical constraints of the CMF/SOL property. None of the significant impacts that would occur with development of the CMF/SOL Infill Site would be substantially reduced or avoided with implementation of this alternative. Of the sites identified by SB 1022, CMF/SOL has the least amount of available undeveloped space for future development. The currently contemplated infill site at CMF/SOL represents the largest area of predominantly flat land that could accommodate a potential level II infill correctional facility. For this reason, development of a single, level

II infill correctional facility at an alternative location within the CMF/SOL property was deemed infeasible and removed from consideration.

5.4.2 OFFSITE ALTERNATIVES

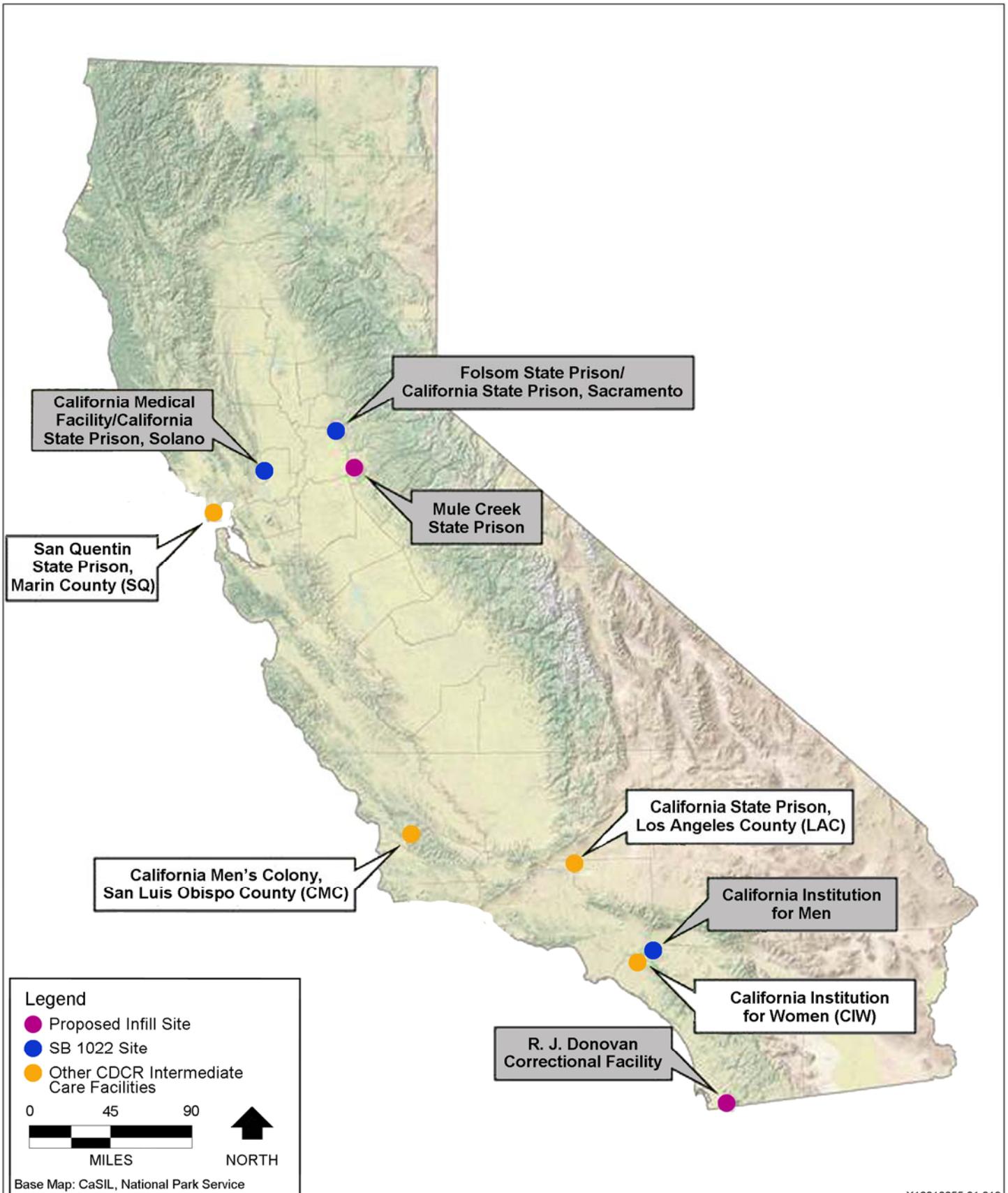
NEW PRISON SITE

Another alternative considered and rejected is the placement of the entire project on another site in California that contains no other prison facilities. In addition to the fact that existing state assets (facilities and infrastructure) would not be used, construction of level II dorm housing facilities on an undeveloped site would inevitably result in substantially greater impacts and costs than those anticipated with construction of level II facilities at an existing CDCR prison site. For example, a new prison facility would require the development of previously undeveloped lands resulting in new or substantially greater biological and cultural resource impacts, greater overall construction impacts (such as to air quality, greenhouse gas emissions, and noise), and substantially more facilities and infrastructure would need to be built. Other resources, such as farmland, could also be affected.

As proposed, the level II infill correctional facilities would be located on state-owned land adjacent to existing correctional facilities where existing roads and utilities could be used and substantial support infrastructure is already present. Although some improvements may be needed, they would not include the need to develop entirely new infrastructure (new roads, new treatment plants, new warehouses, new kitchens, new administration buildings, etc.). With this alternative, by contrast, construction of additional support buildings and related infrastructure would likely be needed and would result in substantially greater construction-related impacts in the areas of construction-related air quality, greenhouse gas emissions, noise, and hydrology and water quality. Further, this alternative would not attain a central objective of the project: reuse of existing state assets. As noted above, SB 1022 authorizes and directs the design and construction of three level II dorm facilities adjacent to one or more of the following institutions: FSP, SAC, CMF, SOL, MCSP, CIM, and RJD. As required by SB 1022, all of these facilities are Intermediate Care Facilities, providing adequate facilities to address both mental and medical care for inmates. Therefore, these sites are generally situated in or directly adjacent to urban centers that offer improved recruitment of medical/mental health professionals. A new prison site was rejected for further consideration as it does not meet project objectives, would not utilize existing state resources, and would result in greater environmental impacts.

ALTERNATIVE EXISTING CDCR PRISON SITE

SB 1022 not only authorizes and directs the design and construction of three level II dorm facilities adjacent to RJD, CIM, MCSP, FSP/SAC or CMF/SOL, it also directs that the level II facilities be placed at CDCR prisons rated as "Intermediate Care Facilities," which means that the prison has adequate facilities to address both mental and medical care for inmates. There are eleven CDCR prisons with the rating of Intermediate Care; seven of these are the sites listed in SB 1022. As shown in Exhibit 5-4, the other four Intermediate Care Facilities are: California State Prison, Los Angeles County (LAC), California Men's Colony, San Luis Obispo County (CMC), and San Quentin State Prison, Marin County (SQ), and California Institution for Women (CIW) in Riverside. However, based on a survey by CDCR of the potentially available CDCR properties/facilities on which to build either a 792-bed or 1,584-bed facility, there is insufficient CDCR-controlled land to construct such facilities at LAC, CMC, and SQ. Furthermore, these three sites have constraints on the availability of infrastructure, such as water supply and wastewater treatment capacity, to serve a larger inmate population. CIW was not considered available either, because it has a female mission, whereas the proposed project would involve the construction of male-only prisons, and also has infrastructure constraints. For these reasons, an alternative CDCR prison site, other than the seven facilities (five sites) authorized in SB 1022, was rejected from further consideration.



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Source: adapted by Ascent Environmental 2013

Exhibit 5-4

Alternative Existing CDCR Prison Sites



5.5 ALTERNATIVE CONSIDERED FOR DETAILED EVALUATION

The analysis presented below evaluates the following alternatives to the proposed project:

- ▲ No Project
- ▲ RJD – A single facility (proposed) and a complex alternative are analyzed in Volume 2 of this DEIR.
- ▲ CIM – A single facility alternative and a complex alternative were initially proposed for equal-level analysis, but as described in Section 5.2, the inability to resolve certain infrastructure considerations in a timely manner and comparatively more environmental impacts resulted in the decision to no longer consider this alternative at the same level as the other four sites. However, it is included in this analysis of alternatives to the project, because it still is an offsite alternative.
- ▲ MCSP – A single facility alternative and a complex (proposed) are analyzed in Volume 3 of this DEIR.
- ▲ FSP/SAC – A single facility alternative and a complex alternative are analyzed in Volume 4 of this DEIR.
- ▲ CMF/SOL – A single facility alternative and a complex alternative are analyzed in Volume 5 of this DEIR.

Given the nature of the project, the range of alternatives listed above is reasonable. It should be reiterated that, although a single facility at RJD and a complex at MCSP are currently proposed as part of the project, this EIR includes a detailed project-level analysis of impacts at RJD, MCSP, FSP/SAC, and CMF/SOL, and would satisfy CEQA requirements for a project-level analysis of development of level II infill correctional facilities at RJD, MCSP, FSP/SAC, and CMF/SOL. If CIM were to be selected as a project site, additional CEQA compliance would be need to resolve certain issues.

Because the basic objectives of the project involve correctional uses, it would be infeasible to evaluate alternatives that are inconsistent with these objectives, and the alternatives considered herein are designed to reduce the impacts of the project and provide a reasonable range for decision making.

5.5.1 NO PROJECT (NO DEVELOPMENT) ALTERNATIVE

Per SB 1022, the state legislature authorized CDCR to design and construct up to three level II dorm correctional facilities adjacent to one or more of seven existing institutions: R.J. Donovan Correctional Facility (RJD), California Institution for Men (CIM), Mule Creek State Prison (MCSP), California State Prison, Sacramento (SAC), Folsom State Prison, (FSP), California State Prison Solano, (SOL), or California Medical Facility (CMF). Among these seven existing prisons, there are five potentially feasible areas to construct new level II infill correctional facilities. Under the No Project Alternative, no development of level II housing facilities would occur at any of the infill sites. The infill sites would remain undeveloped, although the adjacent correctional facilities would remain in operation.

SB 1022 also mandates the removal of all inmates from, cease of operations of, and closure of California Rehabilitation Center, Norco (CRC), no later than December 31, 2016 or 6 months after construction of three level II dorm correctional facilities, whichever is earlier. In other words, the closure of CRC would happen regardless of the development of the level II infill correctional facilities. CRC's infrastructure has exceeded its useful life and needs extensive renovation and SB 1022 does not authorize any modifications or improvements to this prison. Under the No Project Alternative, CRC would still be closed and the existing inmates would be transferred to other prisons.

Under this alternative, CDCR's system-wide prison capacity would be reduced, jeopardizing CDCR's compliance with an order handed down by a Federal three-judge panel to meet specific occupancy capacities. Because the No Project Alternative would reduce capacity, CDCR could be forced to request an amendment to SB 1022 to continue operation of CRC until alternative construction projects

are identified to replace CRC's capacity. Under the circumstances, an amendment to SB 1022 is considered highly unlikely. Many counties throughout the state are increasing local jail space through new construction, so redirection of additional inmates would similarly redirect the location of environmental impacts associated with new construction. Consistent with CEQA requirements, the No Project (No Development) Alternative is evaluated in this DEIR, however the No Project (No Development) Alternative would not meet the project's basic objectives to provide additional level II prison housing units and related support buildings and inmate programming space within existing CDCR prisons and assist in meeting the goals set forth in SB 1022.

ENVIRONMENTAL ANALYSIS

AIR QUALITY AND CLIMATE CHANGE

This alternative would not include any new development, and thus would not generate new construction or operations-related air emissions. Implementation of the Level II Infill Correctional Facilities Project could generate construction-related and operational emissions that would exceed applicable local air district significance thresholds. Regarding climate change, the Level II Infill Correctional Facilities Project could generate cumulatively considerable GHG emissions. All other impacts would be reduced to less-than-significant levels after implementation of recommended mitigation. Nonetheless, because this alternative would avoid all air quality and climate impacts, this alternative would result in less impact. [*Less, significant reduction to cumulatively considerable GHG emissions*]

BIOLOGICAL RESOURCES

The No Project (No Development) Alternative would not include any development of the Infill sites. Further, this alternative would not result in the construction of a lethal electrified fence, which could result in adverse impacts on migratory bird populations. The Level II Infill Correctional Facilities Project would result in a potentially significant impact on sensitive habitats; the potential loss of nesting sites for common and special-status raptors; the potential loss of burrowing owl habitat. However, these impacts would all be reduced to less-than-significant levels after implementation of recommended mitigation. Nonetheless, because this alternative would avoid all biological impacts, including impacts on bird species and sensitive habitats, this alternative would result in less impacts on biological resources. [*Less, but no significant reduction*]

CULTURAL RESOURCES

This No Project (No Development) Alternative would not include any development of CDCR property, and would not disturb any potentially undiscovered cultural resources on the site. By comparison, the Level II Infill Correctional Facilities Project would result in potentially significant impacts on undiscovered cultural resources as a result of project construction activities. However these impacts would be reduced to less-than-significant levels after implementation of recommended mitigation. Nonetheless, because this alternative would avoid potential impacts on undiscovered cultural resources, overall impacts would be less than impacts under the project. [*Less, but no significant reduction*]

EMPLOYMENT, POPULATION, AND HOUSING

Under this alternative, the number of employees at CDCR correctional facilities would not increase. As a result, this alternative would not have any effects on local and regional employment, population, or housing opportunities. By comparison, the Level II Infill Correctional Facilities Project would increase the number of employees the infill sites (i.e., 193 new employees for a single facility and 377 new employees for a complex). Project-related population growth and associated demands for housing and employment opportunities would be absorbed in growth projections of regional and local communities

and would not substantially increase demand for housing in any one area. Because the Level II Infill Correctional Facilities Project would not result in any significant employment, population, and housing impacts, this alternative would not reduce any significant impacts of the project. [*Less, but no significant reduction*]

GEOLOGY, SOILS, SEISMICITY, MINERALS, AND PALEONTOLOGICAL RESOURCES

This alternative would not include any new development, and thus would not result in any increase in risks to people or structures related to seismic hazards or increase erosion in the area. Similarly, development of the infill sites would not result in an increase in onsite safety through conformance with California Building Code (CBC) standards and preparation of a Stormwater Pollution Prevention Plan (SWPPP). Because the development of the infill sites would not result in any significant geology, soils, seismicity, minerals, and paleontological impacts, this alternative would not reduce any significant impacts associated with the project. [*Similar*]

HAZARDS AND HAZARDOUS MATERIALS

This alternative would not include any new development, and thus would not generate new construction that could expose construction workers and the environment to hazardous chemicals or materials at CDCR correctional facilities. By comparison, the Level II Infill Correctional Facilities Project could expose construction workers and the environment to hazardous chemicals or materials in onsite soils and/or aged onsite buildings. However, all impacts would be reduced to less-than-significant levels after mitigation. Because the proposed project would not result in any significant hazards and hazardous materials impacts after mitigation, this alternative would not reduce any significant impacts of the project. [*Similar*]

HYDROLOGY AND WATER QUALITY

Under the No Project (No Development) Alternative, no new construction would occur; therefore, there would be no potential construction-related releases of sediment and contaminants to nearby waterways. By comparison, the Level II Infill Correctional Facilities Project would result in increased impermeable surface area, which would increase stormwater runoff. However, mitigation recommended in Volumes 2 through 5 of this DEIR would reduce the project's impact to a less-than-significant level. Although impacts would be less than significant, this alternative would result in no discharge of sediment or contaminants; therefore, this alternative's water quality impacts would be less than those associated with the project. [*Less, but no significant reduction*]

LAND USE, AGRICULTURE, AND FORESTRY RESOURCES

Under this alternative, development and reuse of a correctional facility to securely house level II male inmates would not occur and the existing CDCR properties and facilities would remain as they currently exist. No significant land use impacts were identified for the Level II Infill Correctional Facilities Project, so this alternative would not reduce or avoid any significant land use impacts associated with the project, and impacts would be similar. [*Similar*]

NOISE

This alternative would not involve the construction of new or modified facilities. This alternative would avoid the Level II Infill Correctional Facilities Project's construction-related noise impacts and the potential for generators associated with proposed facilities to exceed stationary-noise-source criteria. However, mitigation recommended in the DEIR would reduce such impacts to less-than-significant levels. The Level II Infill Correctional Facilities Project would not substantially affect operational traffic noise levels along area roadways, so this alternative would not be substantially different but would

generate slightly less traffic noise and stationary noise than the project. [*Less, but no significant reduction*]

PUBLIC SERVICES

Because no new facilities would be constructed under the No Project (No Development) Alternative, no inmates and no additional staff would be added to the proposed infill sites. Therefore, demands for public services under this alternative would not change compared to existing conditions. By comparison, the Level II Infill Correctional Facilities Project would increase demands for public services; however, the project's increased demands for public services would not result in any significant impacts on these resources. Nonetheless, overall public service impacts would be less under this alternative. [*Less, but no significant reduction*]

TRANSPORTATION

This No Project (No Development) Alternative would not result in development of any new facilities or in any construction-related transportation impacts. This alternative would not increase the number of employees at the site, and as a result, would not generate any new traffic. By comparison, project-related traffic would add traffic to existing roadways, resulting in adverse project and cumulative impacts on some highway ramps, intersections, and roadway segments in the vicinity. Although mitigation would reduce most of these impacts to a less-than-significant level, some would be considered significant and unavoidable and the project's contribution would be cumulatively considerable. Because this alternative would avoid any increase in roadway traffic, overall traffic impacts would be less than the project. [*Less, would eliminate significant and unavoidable impacts*]

UTILITIES AND SERVICE SYSTEMS

Because no new facilities would be constructed under the No Project (No Development) Alternative, this alternative would not increase demand on wastewater treatment plants and water supply systems. By comparison, the Level II Infill Correctional Facilities Project would increase demands for utilities and service systems and could contribute to significant impacts to treated wastewater quality and/or generate the need for new water or sewer pipelines. Further, the Level II Infill Correctional Facilities Project as proposed either would require an increase in delivery water or would contribute to significant drawdown of the groundwater table. Therefore, overall utilities and service systems impacts would be less under this alternative. [*Less, potentially significant and unavoidable impact on short-term treated wastewater quality and groundwater would be avoided*]

VISUAL RESOURCES

Under this alternative, the infill sites would not be developed and no additional fencing, buildings, structures, or lighting would be required. The visual setting and lighting of the sites would not be altered and existing facilities would be maintained. Therefore, skyglow would not increase compared to existing conditions. By comparison, the Level II Infill Correctional Facilities Project would result in new facilities and the installation of lighting sources and to provide safety and security. Significant light and glare impacts could occur under the project if development of level II infill correctional facilities were to occur at CMF/SOL or FSP/SAC. Under this alternative, overall lighting levels on the infill sites would be less. [*Less, would eliminate significant and unavoidable impacts*]

CONCLUSION

The No Project (No Development) Alternative would be environmentally superior to the Level II Infill Correctional Facilities Project with respect to the following issues: air quality and climate change, biological resources, cultural resources, hydrology and water quality, noise, public services,

transportation, utilities and service systems, and visual resources. It would eliminate significant and unavoidable cumulative air quality impacts and project and cumulative impacts on some highway ramps, intersections, and roadway segments, and potential short-term treated wastewater quality and groundwater table drawdown impacts. It would be similar to the project with respect to employment, population, and housing; hazards and hazardous materials; and land use and planning. Overall, this alternative is environmentally superior to the proposed project.

The No Project (No Development) Alternative would not attain any of the objectives of the proposed project.

5.5.2 LEVEL II INFILL CORRECTIONAL FACILITIES AT RJD

The potential impacts associated with development of a single facility or a complex at RJD are evaluated within Volume 2 of this DEIR. As noted in Chapter 3, "Project Description" of this volume of the DEIR, the development of a single facility at RJD is proposed as part of the project, while the development of a complex at RJD is considered an alternative. Further, also see the summary matrix included in Section 5.6, at the end of this chapter.

5.5.3 LEVEL II INFILL CORRECTIONAL FACILITIES AT CIM

Per SB 1022, the state legislature authorized CDCR to design and construct up to three level II dorm correctional facilities adjacent to one or more of seven existing institutions, one of which is CIM, located at 14901 Central Avenue, Chino, California. However, in initiating evaluation of CIM, the level of additional infrastructure capacity engineering studies that would be required to resolve infrastructure issues and effectively design and construct a level II infill correctional facility would require a longer schedule than can feasibly be accommodated. Should the Secretary select CIM for development of level II infill correctional facilities based on the analysis contained herein, further engineering and environmental studies (including additional CEQA compliance) would be required prior to project implementation.

CIM is situated on approximately 2,500 acres (of which 600 acres are not developed) and is owned by the State of California. CIM is located in the central portion of the City of Chino in San Bernardino County, approximately 33 miles southeast of downtown Los Angeles. There are two access points to this facility. The primary access point is located along the northwestern edge of the facility at the intersection of Chino Hills Parkway and Central Avenue. Secondary access is located along Euclid Avenue, approximately 1,750 feet south of Merrill Avenue, and is generally associated with the Stark Youth Correctional Facility. Regional access to CIM is provided via State Route 71 (SR-71). Exhibits 2-1 and 2-2 show CIM's regional location and project vicinity, including access roads.

Land uses surrounding CIM are identified on the aerial photography of the CIM site in Exhibit 2-3, and include a combination of agricultural uses and industrial development. A single-family residential subdivision is located to the north/northeast of the existing CDCR property. The Chino Airport is located approximately 0.75 mile to the east. Other uses in the vicinity include a concentration of commercial and industrial development located approximately 0.5 mile west of the CIM Infill Site, and Chaffey College and the City's Ayala Park located approximately 0.75 mile north of the CIM Infill Site. An expanse of agricultural fields lie farther east of the CIM Infill Site, outside the City's incorporated boundaries. The City of Chino Hills is located approximately 0.5 mile to the southwest.

Under this alternative, CIM would be developed with either a single, level II infill correctional facility or a level II infill correctional facility complex. No structures at CIM that are directly associated with prison operation would be removed or modified as part of this alternative. Development of level II infill correctional facilities would generally occur east of Facility B and southeast of the existing administration building. This site is currently used by California Polytechnic University, Pomona (Cal

Poly Pomona) for agricultural purposes as part of an existing agreement with CDCR. The level II infill correctional facilities would be accessed via CIM's existing controlled access points along Merrill Avenue and development of the site would not require modification of CIM's existing roadway network.

ENVIRONMENTAL ANALYSIS

AIR QUALITY AND CLIMATE CHANGE

This alternative would involve development of a level II infill correctional facility on undeveloped land. Construction would require the use of heavy machinery, which would generate air pollutants, and operation would also generate air pollutants associated with employee and visitor trips to and from the level II infill correctional facility, as well as other operational-related activities. Based on the level of construction activities associated with development of a level II infill correctional facility at the other infill sites, it is anticipated that emissions during construction may exceed South Coast Air Quality Management District (SCAQMD) thresholds and require mitigation. Although the level of emissions would be similar, SCAQMD has more stringent thresholds related to construction and operational trips than either Amador County Air Pollution Control District or San Diego Air Pollution Control District. Therefore, because the potential exceedance of local thresholds would be greater, impacts would also be considered greater.

With respect to operation and based on the trip generation associated with a level II infill correctional facility, long-term air emissions would not be anticipated to exceed SCAQMD thresholds, and impacts would be less than significant, similar to those identified for the proposed project. However, because this alternative would result in a greater exceedance of local air district thresholds during construction than under the other contemplated sites, this alternative would result in greater impact. [*Greater, no increase in emissions but exceedance of SCAQMD thresholds would be greater than air district thresholds associated with proposed project*]

BIOLOGICAL RESOURCES

Under this alternative, development would occur on a maintained site that is devoid of native vegetation and would not require modification or disturbance of potential wetlands or riparian habitat. The potential for disturbance to nesting birds, including raptors, and impacts associated with operation of a lethal electrified fence would still occur, although the number of potentially sensitive species that could be impacted would be considered less. The Level II Infill Correctional Facilities Project would result in a potentially significant impact on sensitive habitats; the potential loss of nesting sites for common and special-status raptors; the potential loss of burrowing owl habitat. However, these impacts could all be reduced to less-than-significant levels after implementation of well-established mitigation. Nonetheless, because this alternative would reduce the number of species potentially affected and would not have the potential to disturb any sensitive habitat, this alternative could result in similar impacts to RJD and less impacts on biological resources than MCSP. [*Similar to RJD, Less than MCSP as there would be no impacts to wetland or riparian habitat and fewer potential sensitive species*]

CULTURAL RESOURCES

Under this alternative, development of level II infill correctional facilities at CIM would not require the removal of any potentially historic structures. It should be noted that CIM was evaluated for potential impacts to historic structures due to the presence of several structures at CIM that pre-date 1968. However, several of these structures have been modified over time, and none of the onsite structures appear to satisfy the necessary criteria for consideration as a potentially historic structure (ICF 2013). No archaeological resources are known to exist at the potential site considered for this alternative, although the potential for accidental discovery would exist. Similarly, the Level II Infill Correctional Facilities Project would result in potentially significant impacts on undiscovered archaeological

resources as a result of project construction activities. However these impacts would be reduced to less-than-significant levels after implementation of recommended mitigation. Impacts would be similar to the impacts of the proposed project. [*Similar*]

EMPLOYMENT, POPULATION, AND HOUSING

Under this alternative, the same number of employees would be generated at CIM as a single facility or complex under the proposed project. Therefore, impacts related to employment generation, population increase, and availability of housing are similar to the proposed project. [*Similar*]

GEOLOGY, SOILS, SEISMICITY, MINERALS, AND PALEONTOLOGICAL RESOURCES

This alternative would involve the development of an area currently used for agricultural purposes, and would not result in any increase in risks to people or structures related to seismic hazards or increase erosion in the area as CDCR would conform with California Building Code (CDC) standards and Stormwater Pollution Prevention Plan (SWPPP) requirements. Similarly, the project would not result in an increase in onsite safety through conformance with CDC standards and preparation of a SWPPP. Because the development of the infill sites would not result in any significant geology, soils, seismicity, minerals, and paleontological impacts, this alternative would not reduce any significant impacts associated with the project. [*Similar*]

HAZARDS AND HAZARDOUS MATERIALS

Under this alternative, an area used currently for agricultural operations would be developed with level II infill correctional facilities. No underground storage tanks or other subterranean facilities that could present a potential hazard are located at the contemplated site for this alternative. Potential hazardous materials exposure associated with prior uses of this site would occur, such as potential exposure to pesticides, but these impacts would be similar to that of the proposed project. Further, these impacts can be mitigated. Therefore, this alternative would result in hazards and hazardous materials impacts similar to those of the project, including the potential to expose construction workers and the environment to hazardous chemicals or materials in onsite soils. However, this alternative would expose inmates to overflights from Chino airport, and the potential for hazards associated with air crashes. This impact is unlikely to occur and is not considered significant. [*Similar with respect to most hazards; more impacts, although not significant, with respect to proximity to aircraft hazards*]

HYDROLOGY AND WATER QUALITY

Under this alternative, development of level II infill correctional facilities at CIM would result in erosion impacts during construction activities similar to those of the proposed project. These impacts would be reduced to a less-than-significant level through implementation of water quality mitigation similar to that recommended for the project. Further, it is expected that the necessary facilities to accommodate onsite stormwater volumes would be constructed under this alternative. Overall, hydrology and water quality impacts would be the same as under the proposed project. [*Similar*]

LAND USE, AGRICULTURE, AND FORESTRY RESOURCES

Similar to the proposed project, implementation of this alternative would involve the development of existing CDCR property with additional correctional facilities. No modifications to existing land use patterns would occur. Further, development of this site would not result in the removal of mature trees onsite, although as noted in each respective volume, none of the contemplated sites would result in a potentially significant impact to forestry resources. However, under this alternative, development of a level II infill correctional facility at CIM would involve the loss of existing agricultural land within the City of Chino. Based on initial site mapping, approximately 6 acres of Prime Farmland and 4 acres of

Farmland of Statewide Importance could be affected by development of a single facility. With development of a complex at CIM under this alternative, up to 20 acres of Prime Farmland and 12 acres of Farmland of Statewide Importance could be affected. Under both single, level II infill correctional facility and level II infill correctional facility complex conditions, this would be considered a significant impact. As a result, this alternative would not appreciably reduce nor would it avoid any significant land use impacts associated with the project, and impacts would be greater with respect to agricultural resources. [*Greater, permanent loss of important farmland*]

NOISE

This alternative would involve the construction of new level II infill correctional facilities internal to the existing CIM property. The nearest sensitive receptors (residences) to the alternative site are located approximately 4,600 feet to the northeast. Noise and vibration levels associated with construction activities are not anticipated to be perceivable at the nearest receptors, and impacts would be similar, although incrementally less than that of the proposed project due to the greater distance between source and receptor. Further, based on the number of daily vehicle trips anticipated during operation of this alternative, which would be considered the primary noise generator at offsite receptors, no substantial increases in ambient noise levels resulting from implementation of this alternative would occur. The Level II Infill Correctional Facilities Project would not substantially affect ambient noise levels during construction nor operational traffic noise levels along area roadways, so this alternative would not be substantially different but would have incrementally lower contributions than the proposed project to noise levels at nearby receptors due to the increased distance between source and receptor. [*Less, but no significant reduction*]

PUBLIC SERVICES

This alternative would result in similar impacts to public services as the proposed project. As the contemplated level II infill correctional facility would be located at an existing CDCR facility with existing fire and police services, in addition to emergency response plans, no substantial increase in demand for public services would be anticipated. Therefore, overall public service impacts would be the same as the proposed project under this alternative. [*Similar*]

Transportation

The proposed project would result in potentially significant transportation impact regardless of the selected site. However, in the case of CIM, many of the local roadways are already operating at or above capacity, and development and operation of level II infill facilities at CIM would likely contribute to already unacceptable level of service (LOS) at those intersections. Further, most of the intersections in the area will be overcapacity due to cumulative development, and the alternative would contribute considerably to these overcapacity impacts. As a result, this alternative could result in a greater number of intersections being significantly impacted by development of level II infill correctional facilities at CIM. Preliminary traffic studies showed that as many as 16 intersections could be adversely affected in cumulative conditions. This analysis is predicated on the assumption that the western entrance to CIM along Central Avenue would continue to serve as the primary entrance to CDCR facilities in Chino, although it should be noted that Euclid Avenue has several existing intersections operating at unacceptable LOS. With respect to the proposed project, the other contemplated sites for development of level II infill correctional facilities are located in less urbanized areas and fewer intersections are operating at unacceptable LOS at those sites. As a result, development under this alternative would result in greater potential impacts related to transportation. [*Greater, contribution to greater number of intersections operating at unacceptable LOS*]

Utilities and Service Systems

CIM currently provides potable water via an onsite water treatment plant that handles groundwater pumped from existing onsite wells. The groundwater basin is managed by the Chino Watermaster,

created through litigation on overdraft of the basin. The Watermaster works with the various agricultural, municipal, and industrial interests in the basin to allocate water and reduce/eliminate overdraft. CIM is part of the agricultural pool of water, by definition in litigation settlement, and the agricultural pool has first priority access to water.

Well water requires treatment to remove nitrates and other pollutants, and this creates a brine that requires disposal through a transmission line that sends it to the Sanitation District of Orange County for treatment prior to disposal. Transmission line capacity is limited, the agreement to treat brine has capacity limitations. It is not known if additional line or treatment capacity is needed. Water is supplied to CIM and to the California Institution for Woman, located several miles away.

The existing water treatment plant has a capacity of approximately 2.5 million gallons per day (mgd), while onsite water demands at CIM ranged from approximately 1.0 mgd to 1.9 mgd in 2010 and 2011. However, demand spikes may result in the need for more treatment or storage capacity if demands increase (due to more population), subject to additional study.

The majority of wastewater collected onsite, except for Facility C, is treated onsite at CDCR's existing wastewater treatment plant, which has been designed to handle up to 2.2 mgd in wastewater flows, before being reused for irrigation purposes (Winzler & Kelley 2009). Recent flow data indicates that average daily wastewater flows (calculated based on monthly meter readings) have never exceeded the capacity of the plant (Winzler & Kelley 2009). In addition, based on December 2012 prison population reports (CDCR 2013), prison population has declined by approximately 8.6 percent since the most recently completed annual accounting of water demand and wastewater generation at CIM. This is anticipated to result in further additional capacity within CIM's existing water/wastewater utility systems.

Development and operation of level II infill correctional facilities at CIM would affect the remaining capacity of water and wastewater treatment facilities at CIM. Similar to the proposed project and using water/wastewater factors of 150/130 gallons per inmate per day (gpid), a single facility would result in approximately 118,800 gallons per day (gpd) of additional water demand and 102,960 gpd of additional wastewater. A complex would result in approximately 237,600 gpd of additional water demand and 205,920 gpd of additional wastewater. It appears that the groundwater basin has sufficient capacity to serve the project, especially given the priority rights granted to agricultural pool participants. However, because of demand spikes in the water treatment plant, additional storage or treatment capacity could be needed. Further, it is not known if the brine line has sufficient capacity to transmit existing plus project brine waste.

Based on available data, the potential increase associated with development of a single, level II infill correctional facility or a level II infill correctional facility complex at CIM would utilize much of the remaining capacity of existing CIM's wastewater treatment facilities and could exceed capacity. However, development of the site would reduce the acreage of farmland that uses treated effluent for irrigation purposes. Without further study of the potential decrease in permeable surfaces used for water reuse, the degree to which onsite improvements may be necessary is undetermined, however additional impacts beyond those identified for the proposed project may occur.

Solid waste generation at CIM would increase under this alternative, however this increase would represent less than 0.03 percent of the daily throughput at the nearby El Sobrante Landfill. Impacts related to solid waste disposal would be similar to those of the project and less than significant. Additionally, development of level II infill correctional facilities would require connection to existing electrical and natural gas infrastructure in the area, but similar to the proposed project, impacts would be largely construction in nature and confined to the limits of the connection.

As noted above, without further engineering evaluations of the water treatment, brine removal, and wastewater treatment system, it is not known if the alternative (single or complex) could be accommodated without the need to expand related infrastructure, the construction of which could result

in environmental impacts. This could result in greater impacts under this alternative when compared to the other contemplated sites associated with the proposed project. [*Greater, potentially significant and unavoidable impact on available capacity for water reuse*]

Visual Resources

Under this alternative, CIM would be developed with additional level II infill correctional facilities with associated fencing, buildings, structures, and lighting. The visual setting and lighting of CIM would be altered but in a manner consistent with that of the existing facilities. Therefore, skyglow would not increase substantially compared to existing conditions, similar to the proposed project (if development occurs at MCSP and RJD, as currently proposed). By comparison, significant light and glare impacts could occur under the project if development of level II infill correctional facilities were to occur at CMF/SOL or FSP/SAC. Under this alternative, overall lighting levels on the infill sites would be similar to the proposed project. [*Similar*]

CONCLUSION

The Level II Infill Correctional Facilities at CIM Alternative would be environmentally superior to the proposed project with respect to noise; however, it would result in potentially greater environmental impacts with respect to air quality, agricultural resources, aircraft-related hazards, transportation, and utilities. It would be similar to the proposed project with respect to biological resources, cultural resources; employment, population, and housing; geology and soils; hazardous materials; hydrology and water quality; public services; and, visual resources. Overall, this alternative is environmentally inferior to the proposed project at either MCSP or RJD.

This alternative would attain most of the objectives of the project. However, with respect to the overall project schedule mandated by SB 1022, further infrastructure capacity engineering studies would be required to effectively evaluate the potential impacts of development of a single, level II infill correctional facility or a level II infill correctional facility complex at CIM. The preparation of these would extend the project schedule beyond the dates identified in SB 1022 and would thus not achieve the third and fourth objectives identified above to the extent of the proposed project. Therefore, because this alternative would not result in fewer significant impacts than the proposed project and would not achieve the project objectives to the extent that the proposed project would, it has been removed from further consideration.

5.5.4 LEVEL II INFILL CORRECTIONAL FACILITIES AT MCSP

The potential impacts associated with development of a single facility or a complex at MCSP are evaluated within Volume 3 of this DEIR. As noted in Chapter 3, "Project Description" of this volume of the DEIR, the development of a complex at MCSP is proposed as part of the project, while the development of a single facility at MCSP is considered an alternative. However, also see the summary matrix included in Section 5.6, at the end of this chapter.

5.5.5 LEVEL II INFILL CORRECTIONAL FACILITIES AT FSP/SAC

The potential impacts associated with development of a single facility at FSP/SAC are evaluated within Volume 4 of this DEIR. As noted in Chapter 3, "Project Description" of this volume of the DEIR, the development of a single facility at FSP/SAC is considered an alternative. Further, also see the summary matrix included in Section 5.6, at the end of this chapter.

5.5.6 LEVEL II INFILL CORRECTIONAL FACILITIES AT CMF/SOL

The potential impacts associated with development of a single facility at CMF/SOL are evaluated within Volume 5 of this DEIR. As noted in Chapter 3, "Project Description" of this volume of the DEIR, the development of a single facility at CMF/SOL is considered an alternative. Further, also see the summary matrix included in Section 5.6, at the end of this chapter.

5.6 ENVIRONMENTALLY SUPERIOR ALTERNATIVE

The No Project (No Development) Alternative would be environmentally superior to the Level II Infill Correctional Facilities Project with respect to the following issues: air quality and climate change, biological resources, cultural resources, hydrology and water quality, noise, public services, transportation, utilities and service systems, and visual resources. It would eliminate significant and unavoidable cumulative air quality impacts, as well as potential transportation impacts at local intersections and roadway segments. No significant visual resources impacts would occur under the No Project (No Development) Alternative, which would occur at two of the potential infill sites. However, the No Project Alternative would not attain any of the objectives of the proposed projects. CEQA requires (CCR Section 15126.6[e][2]) that if the environmentally superior alternative is the No Project alternative, another environmentally superior alternative shall be identified among the other alternatives.

Based on the environmental analysis contained within Volumes 2 through 5, development of a single, level II infill correctional facility at the RJD infill site would result in the fewest significant impacts of all the alternatives evaluated, as shown in Table 5-1. However, selection of a single, level II infill correctional facility at RJD would require the selection of some combination of a single facility or facility complex at MCSP, a single facility at FSP/SAC, and/or a single facility at CMF/SOL, each of which would result in greater impacts than a single, level II infill correctional facility at the RJD Infill Site.

Comparatively, a level II infill correctional facility complex at RJD would result in incrementally greater impacts than a single facility at RJD. No additional significant and unavoidable impacts would occur, and the impacts associated with a complex would be slightly greater with respect to air quality, biological resources, geology and soils, hazards and hazardous materials, hydrology and water quality, and transportation. The significant and unavoidable impact associated with construction traffic would remain under both alternatives. Therefore, for purposes of fulfilling the objectives of the proposed project, a level II infill correctional facility complex at RJD and a single, level II infill correctional facility at MCSP would be considered the environmentally superior alternative.

Table 5-1 Alternatives Comparison Table

	No Project	RJD Single Infill Facility (Volume 2) <i>Proposed</i>	RJD Complex (Volume 2)	CIM Single Infill Facility	CIM Complex	MCSP Single Infill Facility (Volume 3)	MCSP Complex (Volume 3) <i>Proposed</i>	FSP/SAC Single Infill Facility (Volume 4)	CMF/SOL Single Infill Facility (Volume 5)
Air Quality		LTS/M (1)	LTS/M (1)	SU (1)	SU (1)	SU (1)	SU (1)	LTS/M (1)	
Biological Resources		LTS/M (4)	LTS/M (4)	LTS/M (3)	LTS/M (3)	LTS/M (7)	LTS/M (8)	LTS/M (7)	LTS/M (6)
Cultural Resources				LTS/M (2)	LTS/M (2)	LTS/M (3)	LTS/M (3)	LTS/M (2)	LTS/M (2)
Employment, Population, and Housing									
Geology and Soils		LTS/M (1)	LTS/M (1)	LTS/M (1)	LTS/M (1)				
Hazards and Hazardous Materials			LTS/M (1)	LTS/M (2)	LTS/M (2)			LTS/M (2)	LTS/M (1)
Hydrology and Water Quality		LTS/M (1)	LTS/M (1)	LTS/M (1)	LTS/M (1)	LTS/M (1)	LTS/M (1)	LTS/M (1)	LTS/M (1)
Land Use, Agriculture, and Forestry Resources									
Noise				LTS/M (1)	LTS/M (1)				LTS/M (1)
Public Services									
Transportation		SU (1)/ LTS/M (3)	SU (1)/ LTS/M (3)	SU (3)	SU (3)	SU (6)/ LTS/M (3)	SU (6)/ LTS/M (3)	SU (4)	SU (3)/ LTS/M (1)
Utilities				PS (3)	PS (3)				
Visual Resources								SU (3)	SU (3)
Total	0	SU (1)/ LTS/M (10)	SU (1)/ LTS/M (11)	SU (4)/ PS(3)/ LTS/M (10)	SU (4)/ PS(3)/ LTS/M (10)	SU (7)/ LTS/M (13)	SU (7)/ LTS/M (14)	SU (7)/ LTS/M (13)	SU (6)/ LTS/M (12)
Ranking in terms of environmental superiority	1	2	3	8	9	4	7	5	6
Consistent with Project Objectives	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes

NI = No Impact

LTS = Less than significant

LTS/M = Less than significant with mitigation

PS = Potentially Significant

SU = Significant and unavoidable

6 CLOSURE OF CALIFORNIA REHABILITATION CENTER, NORCO

As mandated by Senate Bill (SB) 1022, the “Department of Corrections and Rehabilitation shall remove all inmates from, cease operations of, and close the California Rehabilitation Center located in Norco, California, no later than either December 31, 2016, or six months after construction of the three Level II dorm facilities authorized in Section 14 of this act, whichever is earlier.” Because the Legislature has required closure of the CRC, CDCR has no discretion; thus, closure related activities are not subject to CEQA.

As noted in CDCR’s Blueprint, closure of CRC is considered necessary “due to its age, dilapidated condition, and high operating costs” (CDCR 2012). SB 1022 specifically directs CDCR to close CRC and relocate its current inmate population, regardless of other planning activities with respect to level II infill correctional facilities.

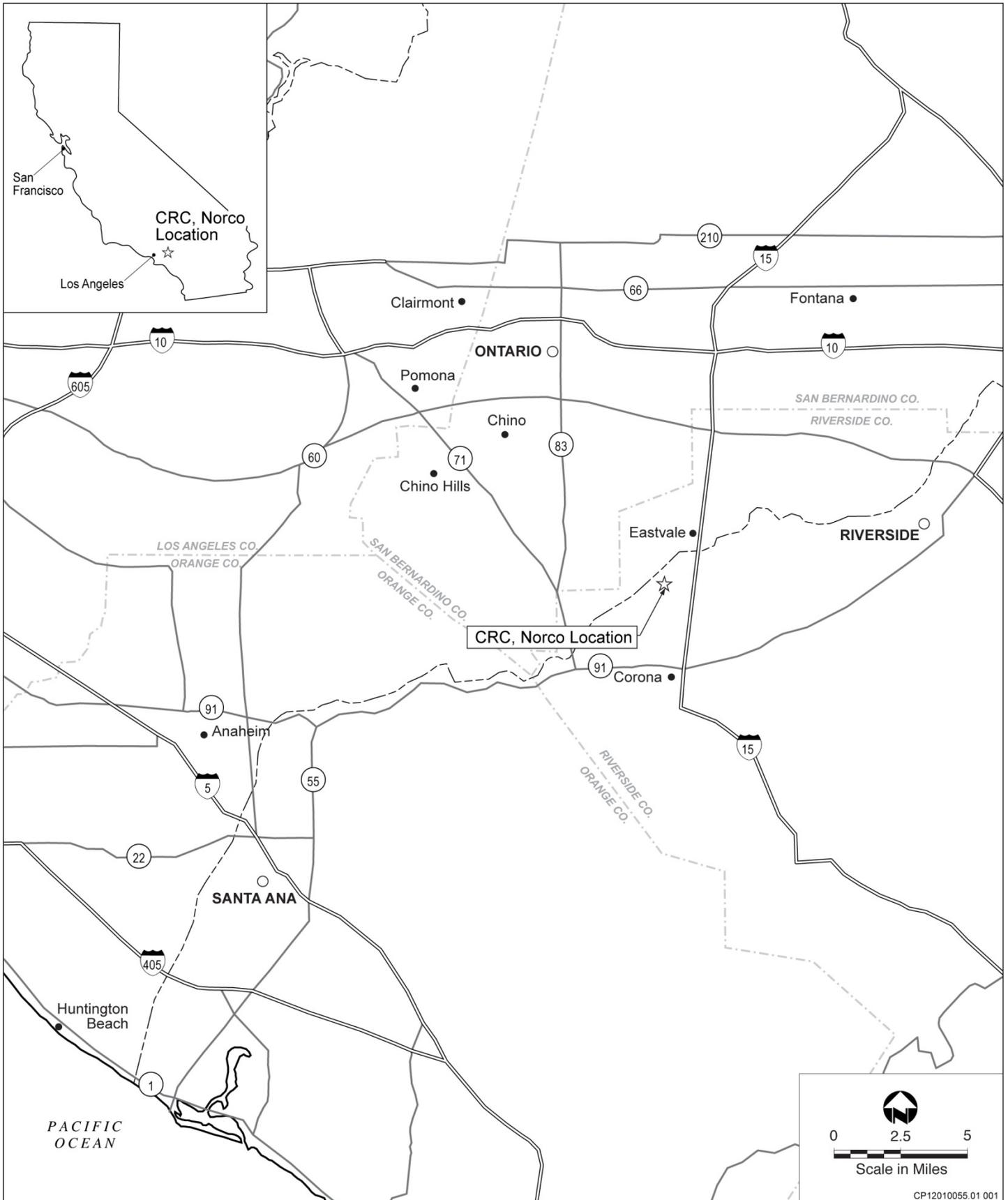
CRC is located at Fifth Street and Western Avenue in the City of Norco, as depicted in Exhibit 6-1. Once closed, CDCR would request the personnel and budgetary resources to secure the property and buildings, as well as provide necessary property maintenance. CRC currently houses approximately 3,400 level II inmates that would have to be transferred to other appropriate correctional facilities. By mid-2016, the prison’s population is reasonably expected to be lower due to recent changes in sentencing and in anticipation of the pending closure of CRC (CDCR 2013). CDCR has no plans for future development or use of the CRC site as a prison. CDCR anticipates that at some future date the property will be declared surplus through legislation. At that time the property would be transferred to the California Department of General Services who will be responsible for disposal of the property consistent with governing statutes. Typically surplus state property will be conveyed to either local agencies and/or the private owners.

SB 1022 does not grant CDCR the authority to plan or make any modifications to buildings within the property. There is no funding available to make renovations or otherwise modify the existing structures. Upon sale/transfer to a local agency or private party(s) the CRC property would be subject to the planning and building permit review of the City of Norco. Accordingly, future use and/or renovation of the CRC site, either by public or private entities, is speculative and therefore not evaluated in this EIR. No onsite structures would be modified or demolished as part of the project. Post closure activities will be limited to (1) general property and landscape maintenance, (2) inspection of mechanical equipment and infrastructure, (3) placing temporary coverings on some street-level windows using a non-destructive technique, and (4) securing the perimeter to prevent unauthorized entry, vandalism, and/or thief.

Although closure of CRC is not a discretionary approval of a project, as defined by CEQA, and is therefore exempt from CEQA, the reasonably foreseeable potential impacts associated with closure as described in the previous paragraph are discussed below in a good faith effort at full disclosure.

6.1 AESTHETICS

The warm closure of CRC would result in the relocation of existing inmates to other CDCR prisons but would not involve any alterations to existing structures or changes to the outward appearance of the facility. Building and landscaping maintenance would continue to maintain the visual character and scenic quality of the site. No new structures, including those that could contribute to new sources of light and/or glare, would be installed as part of the warm closure. Thus, no changes to the visual appearance of the facility would occur and there would be no adverse changes related to aesthetics.



Source: Adapted by Ascent Environmental 2013

Exhibit 6-1

California Rehabilitation Center, Norco Regional Location



CP12010055.01 001

6.2 AGRICULTURAL AND FORESTRY RESOURCES

All existing land uses would remain unchanged with warm closure at CRC. No agricultural or forest lands are on or adjacent to the site. There would be no conversion of any forest or agricultural land to other uses.

6.3 AIR QUALITY

The warm closure would involve the relocation of a maximum of 3,443 inmates to various CDCR prisons throughout California. Transfer of inmates would be conducted in accordance with CDCR's existing inmate transfer system, and therefore is not considered a part of the proposed project requiring evaluation under CEQA. Air emissions associated with operation of the site (e.g., vehicle trips) would be substantially decreased upon its closure. Overall, the warm closure of CRC would not result in any short-term or long-term adverse changes to air quality.

6.4 BIOLOGICAL RESOURCES

Maintenance activities within areas surrounding the facility would continue under the warm closure, in a similar capacity as under existing conditions. Thus, the physical conditions of the site would not be altered (e.g., by tree removal, structural alteration, or other construction activities) and no sensitive biological resources would be affected.

6.5 CULTURAL RESOURCES

The warm closure of CRC would involve the relocation of the existing inmates to other CDCR prisons statewide. No surveys of the existing structures were performed as part of this evaluation because no modifications to the existing structures would occur. As noted above, SB 1022 does not grant CDCR the authority to plan or modify the existing structures at CRC. Because no ground-disturbing activities would occur and no buildings would be modified, there would be no activities that could affect historical, archaeological, and/or paleontological resources or human remains.

Nonetheless, the CRC site is known to contain buildings that are part of the Lake Norconian Historic District, which is listed in the National Register of Historic Places (NRHP). The site has been thoroughly documented, including with archival photographs and a detailed history. For more information, please see <http://nrhp.focus.nps.gov/natregsearchresult.do?fullresult=true&recordid=0>; <http://pdfhost.focus.nps.gov/docs/NRHP/Text/00000033.pdf>;_and <http://pdfhost.focus.nps.gov/docs/NRHP/Photos/00000033.pdf>.

The district includes a resort with an ornate hotel building originally opened in 1929. In its early years, the resort was frequented by many celebrities of the period, but fell into hard times during the Depression. In 1941, after the bombing of Pearl Harbor, the resort was converted to the United States Naval Hospital. In 1963, part of the resort, including the hotel building and barracks constructed in World War II, became the California Rehabilitation Center. In 2000, the hotel and other buildings were deemed eligible for listing on the NHRP as part of the larger Lake Norconian historic district. In 2002, the State concluded the hotel building was seismically unfit and too expensive to retrofit, and abandoned it. (Lake Norconian Club Foundation, ND)

Over the past several years the hotel buildings have continued to deteriorate due to age, weather, and many other factors. A consequence of this deterioration is that the structure is now unsafe to enter or to modify even exterior elements such as the roofs. SB 1022 did not include any funding for repair and/or rehabilitation of the hotel; CDCR has no other source of repair funds that can be diverted to such potential repairs in light of other departmental maintenance and repair priorities. Given the absence of authorized funding for preservation of the structure it is not feasible for CDCR to undertake any

activities associated with rehabilitation of the building. Continued deterioration is therefore expected. Once the site is declared surplus and it is conveyed to other public agencies or private parties it may be subject to partial or complete renovation. However, such potential modifications would be subject to local planning and building permit ordinances. Accordingly, the future use of the buildings and property is not reasonably foreseeable and any attempt to consider such uses or alternatives would be purely speculative.

6.6 GEOLOGY AND SOILS

There would be no construction of new facilities or ground-disturbing activities related to closure that could expose people or structures to unsafe conditions. Thus, there would be no effects associated with geology and soils.

6.7 GREENHOUSE GAS EMISSIONS

General maintenance activities would continue at the site; however, activities at CRC that generate greenhouse gas (GHG) emissions (e.g., vehicle trips) would be substantially reduced from existing conditions. Thus, there would be no adverse effects as a result of the warm closure of CRC related to project-driven increases in GHG emissions.

6.8 HAZARDS AND HAZARDOUS MATERIALS

While general maintenance activities would continue at the site, possibly including the use of hazardous chemicals such as fertilizers and pesticides, they would continue to be handled, stored, and used consistent with applicable regulations governing their transportation, storage, and use. Project-related activities at CRC would not include the construction of new structures or other ground disturbance, but would remove people from the site; therefore, closure of this facility would decrease the exposure of people or structures to wildfires, compared to existing conditions. No buildings would be altered and no other activities that could result in exposure to hazards or hazardous materials would occur.

6.9 HYDROLOGY AND WATER QUALITY

The warm closure of CRC does not include any construction or modification to buildings; water bodies; or areas subject to flooding, seiche, tsunami, or mudflow. Inmates would be removed from the site, reducing any risk from exposure to any such hazards. No physical modifications would occur onsite that could otherwise modify existing drainage patterns or result in temporary or permanent changes to local or regional water quality.

6.10 LAND USE AND PLANNING

Relocation of inmates from CRC and closure of the facility would not include physical changes to the environment that could disrupt an established community because no new structures would be built and all activities would occur within an existing developed site. Because the warm closure would include maintenance of the grounds and facilities, there would be no change to the land use of the site; therefore, there would be no adverse effects related to consistency with applicable land use policies or other environmental land use regulations. As noted above, the property may be designated as surplus by the State at a later date, making it available to other agencies and/or interested private parties, but that action is not included as part of the proposed project. Any changes to land use that would be undertaken by a future purchasing entity would be subject to a separate evaluation of environmental impacts under CEQA.

6.11 MINERAL RESOURCES

No construction activities or physical modifications to the site would occur, and the availability of existing mineral resources would not be affected.

6.12 NOISE

Noise associated with the closure would be limited to bus trips to transport inmates during the closure period (temporary basis) and periodic maintenance-related noise (e.g., mowers), which would be substantially less frequent than under current conditions. Thus, the closure would not increase exposure of people to noise or vibration.

6.13 POPULATION AND HOUSING

The warm closure would not involve an increase in capacity or staffing needs at CRC that would necessitate the construction of housing or induce population growth, directly or indirectly..

6.14 PUBLIC SERVICES

Closure of CRC would reduce onsite population levels, thereby reducing any demand for public services (e.g., police, fire, emergency response) heretofore assigned to respond to requests for such service. CRC would be maintained as a secure facility, thereby preventing potential need for emergency services related to vandalism or trespassing.

6.15 RECREATION

Closure of CRC would not result in staffing increases or other population influx to the area. Thus, impacts related to population increases, such a demands for additional recreational facilities, would not occur.

6.16 TRANSPORTATION AND TRAFFIC

Staffing at CRC would be reduced, thereby reducing local traffic volumes related to daily staff commutes, visitor trips, and supply deliveries. During the closure period (temporary basis), bus trips would transport inmates to other CDCR facilities. However, the transfer of inmates would be conducted gradually and in accordance with CDCR's existing inmate transfer system. Closure of the facility would be expected to result in a long-term decrease in traffic; thus, no adverse effects on adopted policies, plans, and programs would be expected.

6.17 UTILITIES AND SERVICE SYSTEMS

Demand for utilities and service systems would be limited to maintenance-related activities and would be substantially reduced compared to existing conditions.

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7 REPORT PREPARATION

CALIFORNIA DEPARTMENT OF CORRECTIONS AND REHABILITATION (LEAD AGENCY)

Keith Beland Associate Director, Project Management Branch
Brian Covey Associate Director, Design and Environmental Services and Standards Branch
Deborah Hysen Deputy Director, Facility Planning, Construction and Maintenance
Robert Sleppy Environmental and Public Health Liaison,
Facility Planning, Construction and Maintenance

ASCENT ENVIRONMENTAL (ENVIRONMENTAL IMPACT REPORT PREPARATION)

Gary Jakobs Principal-in-Charge
Amanda K. Olekszulyn Project Director
Chris Mundhenk Project Manager CIM, MSCP, CSP/SOL
Suzanne Enslow Project Manager RJD, CSP/SAC
Honey Walters Senior Air Quality/Noise Specialist
Dimitri Antoniou Air Quality/Noise Specialist/Environmental Planner
Linda Leeman Senior Wildlife Biologist
Tammie Beyerl Senior Botanist
Sarah Henningsen Assistant Project Manager/Environmental Planner
Jessica Babcock Environmental Planner
Alta Cunningham Environmental Planner
Marianne Lowenthal Environmental Planner
Mike Parker Environmental Planner
Melinda Rivasplata Environmental Planner
Kristen Stoner Environmental Planner
Lisa Kashiwase Graphic Artist
Amber Giffin Document Publishing
Gayiety Lane Document Publishing

CBEC

Melanie Carr, MS, PE Civil Engineer

ICF INTERNATIONAL (CULTURAL RESOURCES, GEOLOGY AND PALOEONTOLOGY, HYDROLOGY, VISUAL SIMULATIONS)

Chris Elliott Project Director
Shahira Ashkar Project Manager
Brendan Belby, Ph.D. Geomorphologist
Tim Messick Senior Graphic Designer
Tony Stewart, Ph.D. Geologist
Christiaan Havelaar Archaeologist
Robin Hoffman Archaeologist
Richard Starzak Senior Architectural Historian
Steve Mikesell Senior Architectural Historian
David Greenwood Senior Architectural Historian

Jessica Feldman Senior Architectural Historian
David Lemon Senior Architectural Historian

FEHR AND PEERS (TRANSPORTATION)

Alan Telford Principal
Jeremy Klop Principal
Audrey Kennedy Senior Engineer Planner
Katie Jackson Engineer/Planner
Marissa Harned Engineer/Planner
Steve Cook Associate

VANIR CONSTRUCTION MANAGEMENT (DESIGN AND ENGINEERING)

Vince Hayes Senior Project Manager

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