

**Initial Study and
Proposed Mitigated Negative Declaration
for the
Enhanced Outpatient Program - General Population
Treatment and Office Space
Salinas Valley State Prison**

Prepared for:



California Department of Corrections and Rehabilitation
Facility Planning, Construction and Management Division
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September 9, 2010

FACILITY PLANNING, CONSTRUCTION AND MANAGEMENT

9838 Old Placerville Road, Suite B
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California Department of Corrections and Rehabilitation
Public Notice Announcement
Release of an Initial Study and Proposed Mitigated Negative Declaration
for the
Enhanced Outpatient Program - General Population Treatment and Office Space,
Salinas Valley State Prison

What's Being Planned: The California Department of Corrections and Rehabilitation (CDCR) has released for public review the Initial Study and Proposed Mitigated Negative Declaration (IS/MND) for Enhanced Outpatient Program - General Population Treatment and Office Space at Salinas Valley State Prison (SVSP). The proposed project consists of the construction of a two-story 27,171-sq ft building that would provide services for up to 300 Enhanced Outpatient Program (EOP) General Population (GP) inmates. The building would include individual and group therapy rooms, classrooms, administrative offices, and support space for clinical staff. The proposed project would not increase the inmate population at SVSP. Facility staffing would increase by up to 43 new employees, increasing total staff at SVSP from 1,512 to approximately 1,555. New employees would work between the hours of 7 a.m. and 7 p.m. A new parking lot to accommodate the additional staff would be constructed adjacent to existing parking.

The primary purpose of the proposed project is to bring CDCR into compliance with a federal court order (*Coleman vs. Schwarzenegger*, Case No. 2:90-cv-00520-LKK-JFM) to provide constitutionally adequate mental health care to inmates incarcerated in California prisons. CDCR anticipates construction of the proposed project would begin in late 2011, with an estimated completion date of Spring 2014.

Project Location: The entire proposed project would be built within existing SVSP boundaries. SVSP is located at 31625 Highway 101 in Monterey County within the incorporated limits of the City of Soledad, approximately three miles north of the City's center. SVSP is located on a State-owned, 950-acre parcel that includes SVSP and the California Training Facility (CTF). SVSP is adjacent to the CTF, a State prison in operation since the 1940s. U.S. Highway 101 and the Southern Pacific Railroad tracks generally bound the CTF/SVSP site to the southwest and agricultural land surrounds the remaining CTF/SVSP property.

Environmental Effects: CDCR has prepared an IS/MND pursuant to the California Environmental Quality Act (CEQA) Guidelines Section 15063. CDCR has studied the effects that the proposed project may have on the environment. The studies show that the project either will not significantly affect the quality of the environment, or that all significant impacts can clearly be mitigated to a level that is less than significant. The site is not contained on any of the lists of sites (Cortese List) enumerated under Section 65962.5 of the Government Code.

Where You Come In: As lead agency under CEQA, CDCR is releasing the IS/MND for public review and comments. The document is available for a 30-day public review period from **September 9, 2010 to October 11, 2010.**

Where to Review the Environmental Document and Provide Comments: Formal comments regarding the IS/MND may be submitted in writing via mail, e-mail, or fax any time during the public review period. The IS/MND is available for a 30-day public review period from **September 9, 2010 to October 11, 2010.** Written comments regarding the scope and content of information in the IS/MND or any questions regarding the document should be submitted no later than **October 11, 2010.** Comments may be sent to:

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Copies of the IS/MND and all documents referenced in the IS/MND are available for public review during regular business hours at the office of CDCR identified above.

Digital copies of the IS/MND are available on the internet at:
http://www.cdcr.ca.gov/Reports_Research/Environmental/index.html.

Paper copies of the IS/MND are available for public review at the following locations:

Soledad Public Library
401 Gabilan Drive
Soledad, CA 93960

Buena Vista Branch Library
18250 Tara Drive
Salinas, CA 93908

Gonzales Branch Library
851 Fifth Street
Gonzales, CA 93926

**CALIFORNIA DEPARTMENT OF CORRECTIONS AND REHABILITATION
FACILITY PLANNING, CONSTRUCTION, AND MANAGEMENT**

**INITIAL STUDY/MITIGATED NEGATIVE DECLARATION
PURSUANT TO DIVISION 13
CALIFORNIA PUBLIC RESOURCES CODE**

**Enhanced Outpatient Program - General Population Treatment and Office Space,
Salinas Valley State Prison
*SCH To Be Assigned***

Project: **Enhanced Outpatient Program - General Population Treatment and Office Space,
Salinas Valley State Prison**

Lead Agency: **California Department of Corrections and Rehabilitation**

Project Description: The proposed project consists of the construction of a two-story 27,171-square-foot building that would provide services for up to 300 Enhanced Outpatient Program (EOP) General Population (GP) inmates at Salinas Valley State Prison (SVSP). The building would include individual and group therapy rooms, classrooms, administrative offices, and support space for clinical staff. In addition, 42 new staff parking spaces would be provided adjacent to existing parking.

The proposed project would not increase the inmate population at SVSP. Facility staffing would increase by up to 43 new employees, increasing total staff at SVSP from 1,512 to approximately 1,555. New employees would work between the hours of 7 a.m. and 7 p.m.

The proposed project would be located within the perimeter of SVSP and project improvements would include the extension of existing water, sewer, natural gas, and electrical infrastructure to the proposed building. All construction, including construction staging areas and construction parking, would take place within SVSP's perimeter. The proposed project, including all project components, would encompass approximately 1.59 acres.

CDCR anticipates the construction of the proposed project would begin in 2011 and would take no longer than 21 months.

The proposed project at SVSP is included in the October 2007 court-approved plan that is intended to bring CDCR into compliance with the federal *Coleman* Court order by calling for CDCR to construct and operate new mental health care facilities at several prison sites, including the SVSP.

Project Location: SVSP is located at 31625 Highway 101 in Monterey County within the incorporated limits of the City of Soledad, approximately three miles north of the City's center. SVSP is located on a State-owned, 950-acre parcel that includes SVSP and the California Training Facility (CTF). SVSP is adjacent to the CTF, a State prison in operation since the 1940s. U.S. Highway 101 generally bounds the CTF/SVSP site and the Southern Pacific Railroad tracks to the southwest and agricultural land surrounds the remaining CTF/SVSP property boundary.

Environmental Findings: An Initial Study was prepared to assess the significance of the project's potential impacts on the environment. Based on the Initial Study and in light of the whole record, the Department finds that the project, with mitigation measures incorporated, will not have substantial adverse effects on the environment. This conclusion is supported by the following findings:

- CDCR finds that the Initial Study and Mitigated Negative Declaration (IS/MND) have been prepared in accordance with the provisions of the California Environmental Quality Act (CEQA).
- CDCR has considered all comments and respective responses to those comments on the IS/MND prior to the decision to approve this project.
- The proposed project would have no impact to agricultural and forest resources, land use and planning, or mineral resources.
- The proposed project would have less-than-significant impacts on aesthetics, air quality, greenhouse gas emissions, hazards and hazardous materials, population and housing, noise, public services, recreation, and utilities and service systems.
- With the incorporation of mitigation measures, the proposed project would result in less-than-significant impacts to biological resources, cultural resources, geology and soils, hydrology and water quality, and transportation/traffic.
- With the incorporation of a mitigation measure related to cumulative traffic impacts, the project would have a less-than-significant contribution to cumulative environmental effects.
- The Initial Study and Mitigated Negative Declaration reflect CDCR's independent judgment.

To assure that no potentially significant impacts occur as a result of the approval of the proposed project, mitigation measures described in detail in the Initial Study and Mitigation Monitoring Plan have been incorporated into the project to reduce potentially significant effects to a less than significant level. These mitigation measures include:

Biological Resources

To reduce potentially-significant impacts to raptors or migratory birds, the following mitigation measure will be implemented:

MM BIO-1

To avoid any direct and indirect impacts to raptors and/or any migratory birds, construction activities adjacent to nesting habitat shall occur outside of the breeding season (approximately March 1 to August 31) for migratory birds and raptors. If construction activities adjacent to nesting habitat must occur during the breeding season, CDCR shall retain a qualified biologist to conduct a pre-construction survey to determine the presence or absence of nesting birds on and within 150 feet of the construction and staging areas and nesting raptors within 300 feet of the construction and staging areas. The pre-construction survey must be conducted no greater than one month prior to the start of construction, and a follow up survey must be conducted no less than 10 calendar days prior to the start of construction. Results of both surveys must be submitted to CDCR for review and approval prior to initiating any construction activities. If nesting birds are detected by the CDCR-approved biologist's pre-construction survey, a biological monitor shall be present on-site during construction to minimize construction impacts and ensure that no nest is removed or disturbed until all young have fledged. Construction activity may occur within a buffer established by the monitoring biologist in consultation with CDCR.

Implementation of the above mitigation measure will reduce impacts to biological resources to a less than significant level.

Cultural Resources

To reduce potentially-significant impacts to significant cultural or paleontological resources, the following mitigation measure shall be implemented:

MM CUL-1

If a potentially significant cultural or paleontological resource is encountered during subsurface earthwork activities for the proposed project, all construction activities within a 50-foot radius of the find shall cease until a qualified archaeologist or paleontologist determines whether the resource requires further study. CDCR shall require a standard inadvertent discovery clause in every construction contract to inform contractors of this requirement. Any previously undiscovered resources found during construction shall be recorded on appropriate Department of Parks and Recreation (DPR) forms and evaluated for significance in terms of CEQA criteria by a qualified archaeologist in consultation with CDCR and Office of Historic Preservation (OHP). Potentially significant cultural resources consist of but are not limited to stone, bone, glass, ceramic, wood, or shell artifacts; or features including hearths, structural remains, or historic dumpsites.

To reduce potentially significant impacts to undiscovered human remains, the following mitigation measure shall be implemented:

MM CUL-2

If human remains of any kind are encountered during earth-disturbing activities for the project, the Monterey County Coroner, the SVSP Warden (or Associate Warden), the CDCR Project Director, and a qualified archaeologist shall be notified. All work in the immediate vicinity or adjacent area shall stop immediately. If the remains are determined to be Native American in origin, the Native American Heritage Commission shall be notified and would identify the Most Likely Descendent (MLD), who would be consulted for recommendations for treatment of the discovered remains (CEQA Guidelines Section 15064.5; Health and Safety Code Section 7050.5; Public Resources Code Sections 5097.94 and 5097.98).

Implementation of the above mitigation measures will reduce impacts to cultural resources to a less than significant level.

Geology/Soils

To reduce potentially-significant impacts related to strong seismic ground shaking, seismic-related ground failure, unstable soils, or expansive soils, the following mitigation measure shall be implemented:

MM GEO-1

Before the approval of grading plans for all project components, CDCR shall have a final geotechnical subsurface investigation report prepared for the proposed project. The final geotechnical engineering report would address and CDCR shall implement recommendations on the following:

- Site preparation.
- Appropriate sources and types of fill.
- Road, pavement, and parking areas.
- Structural foundations, including retaining wall design.
- Grading practices.
- Erosion/winterization.
- Special problems discovered onsite (e.g., undiscovered excavations, groundwater or expansive/unstable soils).
- Slope stability.
- Earthquake resistant design.

In compliance with the California Building Code (CBC) and Appendix D of CDCR's Design Criteria Guidelines, the final geotechnical investigation shall include subsurface testing of soil and groundwater conditions and determine appropriate foundation designs. The final geotechnical investigation shall also make recommendations for earthquake-resistant design. If the geotechnical report indicates the presence of critically expansive soils or other soil problems that would lead to structural defect if not corrected, additional investigations may be required before construction activity may begin. This shall be noted on the project grading plans. Recommendations contained in the geotechnical engineering report will be noted on the grading plans and implemented as appropriate before construction activity begins. Design and construction of all new project components will be in accordance with the CBC. CDCR is responsible for providing for engineering inspection and certification that earthwork has been performed in conformity with recommendations contained in the report.

Implementation of the above mitigation measure will reduce potential impacts related to geology and soils to a less than significant level.

Hydrology and Water Quality

To reduce potentially-significant impacts related to use of groundwater, the following mitigation measure shall be implemented:

MM HYD-1

Prior to operation of the proposed project, CDCR shall cooperate with the Monterey County Water Resources Agency (MCWRA) in recalculating SVSP's benefit assessment for the Salinas Valley Water Project (SVWP) to reflect the projected two percent increase in additional water demand. The fair share water fees will be utilized towards the implementation of the Salinas Valley Water Project (SVWP).

Implementation of the above mitigation measure will reduce potential impacts related to hydrology and water quality to a less than significant level.

Transportation/Traffic

To reduce potentially-significant impacts related to intersection and freeway operation under Cumulative Plus Project Conditions, the following mitigation measure shall be implemented:

MM TRAF-1

Prior to construction of the proposed project CDCR shall be responsible for payment of the identified equitable share responsibility costs, specifically for improving the intersection of US 101 Northbound Ramp and Soledad Prison Road from a one-way stop to an all-way stop. CDCR shall confer with the TAMC, primarily with its member agency, the County of Monterey, to agree upon CDCR's equitable fair share responsibility of costs for: (i) improving the intersection of US 101 Northbound Ramp and Soledad Prison Road from a one-way stop to an all-way stop; and (ii) the single additional trip on the US 101 Northbound freeway segment during the AM peak hour under the Cumulative Plus Project Scenario.

Implementation of the above mitigation measure will reduce potential impacts related to transportation/traffic to a less than significant level.

To assure implementation of these measures, a mitigation monitoring plan has been made part of the condition of approving the proposed project.

California Department of Corrections and Rehabilitation

Additional copies of the IS/MND may be obtained by addressing a request to:

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

Signature Pending Close of 30-day Public Comment Period

DEBORAH HYSEN

Chief Deputy Secretary

Facility Planning, Construction, and Management

Date

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ACRONYMS AND ABBREVIATIONS

AB	Assembly Bill
ADA	Americans with Disabilities Act
ALUC	Airport Land Use Commission
AQMP	Air Quality Management Plan
ARB	California Air Quality Board
AST	aboveground storage tank
ATCM	Airborne Toxic Control Measures
BMP	Best Management Practices
BVOC	biogenic volatile organic compound
C	Celsius
CAA	Clean Air Act of 1970
CAAQS	California Ambient Air Quality Standards
Cal OSHA	California Occupational Health and Safety Administration
CalEPA	California Environmental Protection Agency
Caltrans	California Department of Transportation
CBC	California Building Code
CCAA	California Clean Air Act
CCCMS	Correctional Clinical Case Management System
CCRWQCB	Central Coast Regional Water Quality Control Board
CDCR	California Department of Corrections and Rehabilitation
CDF	California Department of Forestry
CDFG	California Department of Fish and Game
CEQA	California Environmental Quality Act
CESA	California Endangered Species Act
CFC	chlorofluorocarbon
CFG	California Fish and Game (Code)
CH ₄	methane
CHABA	Committee of Hearing, Bio-Acoustics, and Bio-Mechanics
CHL	California Historical Landmarks
CMA	Congestion Management Agency
CMU	concrete masonry units
CNDDDB	California Natural Diversity Database
CNEL	Community Noise Equivalent Level
CNPS	California Native Plant Society
CO	carbon monoxide
CO ₂ e	carbon dioxide equivalent
CPHI	California Points of Historical Interest

Acronyms and Abbreviations

CPUC	California Public Utilities Code
CTF	California Training Facility or Correctional Training Facility
CWHR	California Wildlife Habitat Relationship System
dB	decibel
DCG	design criteria guidelines
DMH	Department of Mental Health
DPM	diesel particulate matter
DTSC	Department of Toxic Substances Control
EIR	Environmental Impact Report
EMF	electromagnetic field
EOP	Enhanced Outpatient Program
EPA	U.S. Environmental Protection Agency
ESA	Endangered Species Act
F	Fahrenheit
fc	foot-candle
FMMP	Farmland Mapping and Monitoring Program
GHG	greenhouse gases
GP	General Population
gpd	gallons per day
gpid	gallons of water per day per inmate
GWh/y	gigawatt-hours per year
GWP	global warming potential
HCP	Habitat Conservation Plan
HFC	hydrofluorocarbon
HRI	California Historic Resources Inventory
IPCC	Inter Governmental Panel on Climate Change
IS	Initial Study
ITE	Institute of Transportation Engineers
LOS	Level of Service
LTC	Local Transportation Commission
lux	unit of illumination equal to 1 lumen per square meter
MBA	Michael Brandman Associates
MBTA	Migratory Bird Treaty Act
MBUAPCD	Monterey Bay Unified Air Pollution Control District
MCWRA	Monterey County Water Resources Agency
mcy	million cubic yards
mgd	million gallons per day
MHCB	Mental Health Crisis Beds
MHS	Mental Health Services
MHSB	Mental Health Services Building

MHSDS	Mental Health Services Delivery System
MLD	Most Likely Descendent
MMI	Modified Mercalli Intensity
MND	Mitigated Negative Declaration
mph	miles per hour
MPO	Metropolitan Planning Organization
MSD	Material Safety Data Sheets
msl	mean sea level
N ₂ O	nitrous oxide
NAAQS	National Ambient Air Quality Standards
NCCAB	North Central Coast Air Basin
NCCP	Natural Community Conservation Plan
NESHAP	National Emissions Standards for Hazardous Air Pollutants
NHPA	National Historic Preservation Act
NO ₂	nitrogen dioxide
NOA	Notice of Availability
NOC	Notice of Completion
NOP	Notice of Preparation
NO _x	nitrogen oxides
NPDES	National Pollutant Discharge Elimination System
NRCS	Natural Resources Conservation Service
NRHP	National Register of Historic Places
O ₃	ozone
OEHHA	California Office of Environmental Health Hazard Assessment
PCB	polychlorinated biphenyl
PFC	perfluorocarbon
pga	peak ground acceleration
PM _x	particulate matter
ppb	parts per billion
ppm	parts per million
ppv	peak particle velocity
PPV	peak particle velocity
PRC	Public Resources Code
PVC	polyvinyl chloride
RCRA	Federal Resource Conservation and Recovery Act
RMP	Risk Management Plan
ROG	reactive organic gases
RTPA	Regional Transportation Planning Agency
RWQCB	Regional Water Quality Control Board
SAFE	Service Authority for Freeways and Expressways

Acronyms and Abbreviations

SF ₆	sulfur hexafluoride
SO ₂	sulfur dioxide
SVPP	Salinas Valley Psychiatric Program
SVSP	Salinas Valley State Prison
SVWP	Salinas Valley Water Project
SWPPP	Stormwater Pollution Prevention Plan
SWRCB	State Water Resources Control Board
TAC	toxic air contaminants
TAMC	Transportation Agency for Monterey County
TCM	transportation control measures
TDS	total dissolved solids
Tg	teragram
TMDL	Total Maximum Daily Load
USACE	United States Army Corps of Engineers
USFWS	U.S. Fish and Wildlife Service
UST	underground storage tank
VMT	Vehicle Miles Traveled
VOC	Volatile Organic Compound
WBWG	Western Bat Working Group
WDR	Waste Discharge Requirements
WWTF	wastewater treatment facility

SECTION 1: INTRODUCTION

1.1 - Introduction and Regulatory Guidance

The U.S. District Court for the Eastern District of California, in the case known as *Coleman v. Schwarzenegger*, 2009 W.L. 2430820 (Case No. 2:90-cv-00520-LKK-JFM) (E.D. Cal. 2009), found constitutional deficiencies pursuant to the Eighth Amendment to the United States Constitution with the adequacy of mental health care provided by the California Department of Corrections and Rehabilitation (CDCR) to inmates incarcerated in CDCR prisons. The primary purpose of the proposed project (as defined herein) at the Salinas Valley State Prison (SVSP) is to assist in bringing CDCR into compliance with the *Coleman* Court order, which directs CDCR to construct and operate new mental health facilities that meet appropriate care standards at several prison sites, including SVSP.

The proposed project consists of the construction of a two-story 27,171-square-foot (sq ft) building that would provide services for up to 300 Enhanced Outpatient Program (EOP) General Population (GP) inmates. The building would include individual and group therapy rooms, classrooms, administrative offices, and support space for clinical staff. In addition, 42 new staff parking spaces would be provided adjacent to existing parking.

The proposed project is one of several that would be funded through Assembly Bill 900 (AB 900), the Public Safety and Offender Rehabilitation Services Act of 2007. AB 900, however, did not provide for the specific identification or implementation of medical prison facility projects either individually or as a cohesive and interrelated statewide plan. The legislation merely acknowledges the need to address deficiencies in the state's correctional system and it provides the required funding authority to correct such deficiencies. Furthermore, before CDCR may utilize funds under AB 900 it is necessary to submit a site-specific project scope and budget estimate to the Department of Finance. Such a proposal is provided to the Joint Legislative Budget Committee for a 30-day review within which the Committee may provide comments on the scope and budget as well as the merits of the specific proposal. Because each project that is contemplated under AB 900 will serve an independent function and will be unrelated to the others in time, location, and potential environmental impacts, CDCR will prepare separate CEQA documentation for each project.

At the completion of the 30-day review period the Establishment of Scope, Schedule and Budget must be considered and accepted by the State Public Works Board before any infill, reentry, or medical prison project is accepted and funded for preliminary plans. This process is conducted one project at a time. The Public Works Board approved the Establishment of Scope, Schedule and Budget for the proposed project on April 12, 2010.

Because of the deficiencies in existing CDCR facilities cited by the *Coleman* Court order, the only feasible way to comply with the order is to construct mental health care facilities at CDCR prisons

throughout the State. One such facility has been identified for implementation at SVSP. Given the requirements of the *Coleman* Court order and restrictions of SVSP's existing buildings and site constraints, the proposed project's capacity cannot be decreased. Furthermore, CDCR has specific limitations related to space requirements, inmate-patient mental health services, security levels, and staffing levels. In addition, existing CDCR design policies (Design Criteria Guidelines) mandate certain fencing, lighting, parking, landscaping and other security arrangements, while the California Building Code (CBC) requires that building standards be adhered to. For these reasons, CDCR has limited ability to make major changes in the basic configuration of the proposed project without defying the federal *Coleman* Court order.

However, CDCR believes that it best serves the public by describing its proposal for the proposed project and requesting public comments on the potential environmental impacts of the project.

CDCR has completed this IS/MND for the proposed project in compliance with CEQA. The purposes of CEQA include: (i) informing public agencies and members of the public about the potential significant environmental effects of proposed activities, (ii) identifying ways to avoid or reduce environmental impacts, and (iii) preventing damage to the environment by modifying projects to prevent such damage.

This document shows that the proposed project would not have a significant adverse impact on the environment with the inclusion of proposed mitigation measures. CDCR is circulating the IS/MND to responsible and trustee agencies and the public for their information and review and to solicit comments on how CDCR can meet its obligation to provide adequate mental health care to inmates at SVSP while minimizing the project's impacts on the environment.

1.2 - Purpose of this Document

This document has been prepared in accordance with CEQA (PRC Section 2100, et seq.); the State CEQA Guidelines (California Code of Regulations Section 1500 et seq.); and the Office of Planning and Research (OPR) changes to the Appendix G Checklist, requiring an analysis of global climate change under the Global Solutions Act known as AB 32 effective on March 18, 2010. An IS is prepared by a lead agency to determine if a project may have a significant effect on the environment (State CEQA Guidelines Section 15063[a]), and thus to determine the appropriate level of environmental documentation. In accordance with the State CEQA Guidelines Section 15070, a "public agency shall prepare....a proposed negative declaration or mitigated negative declaration...when: (a) The Initial Study shows that there is no substantial evidence...that the project may have a significant impact on the environment, or (b) The Initial Study identifies potentially significant effects but revisions to the project plans or proposal are agreed to by the project proponent (applicant) and such revisions would reduce potentially significant effects to a less-than-significant level." In this circumstance, the lead agency (CDCR) prepares a written statement describing its reason for concluding that the proposed project would not have a significant effect on the

environment and, therefore, does not require the preparation of an Environmental Impact Report (EIR).

As described in this IS (Section 3, Environmental Checklist), the proposed project would result in certain potentially significant environmental impacts, but those impacts would be reduced to a less-than-significant level by implementation of mitigation measures that have been agreed upon and would be implemented by CDCR. Therefore, an IS/MND is the appropriate document for compliance with the requirements of CEQA. This IS/MND conforms to these requirements and to the content requirements of State CEQA Guidelines Section 15071.

Under CEQA, the lead agency is the public agency with primary responsibility for approval of the proposed project. The CDCR, as the lead agency for this project, has directed Michael Brandman Associates to prepare this IS/MND. The purpose of this document is to disclose to the public the environmental consequences of implementing the proposed project. This disclosure document is available to the public for review and comment. This IS/MND is available for a 30-day public review period from September 9, 2010 to October 11, 2010.

Please address any comments on the IS/MND to:

Jane Hershberger, Senior Environmental Planner
California Department of Corrections and Rehabilitation
Facilities Planning, Construction, and Management
Environmental Planning Section
9838 Old Placerville Road, Suite B
Sacramento, CA 95827
jane.hershberger@cdcr.ca.gov

If you have questions regarding the proposed project, you may call Jane Hershberger at 916.255.2236 or email Jane.Hershberger@cdcr.ca.gov. The deadline for submitting comments on the Draft IS/MND is October 11, 2010. Electronic comments may be sent to Jane.Hershberger@cdcr.ca.gov by close of business on October 11, 2010, or if you wish to send a hard paper copy of your comments, they must be postmarked by October 11, 2010.

This IS/MND is available for public review online at:

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

and at the following public libraries:

Soledad Public Library
401 Gabilan Drive
Soledad, CA 93960

Buena Vista Branch Library
18250 Tara Drive
Salinas, CA 93908

Gonzales Branch Library
851 Fifth Street
Gonzales, CA 93926

1.3 - Summary of Findings

Section 3, Environmental Checklist, of this document contains the analysis and discussion of potential environmental impacts of the proposed project.

Based on the issues evaluated in that section, it was determined that the proposed project would have no impact related to the following issue areas:

- Agricultural and Forest Resources.
- Land Use and Planning.
- Mineral Resources.

Impacts of the proposed project were determined to be less than significant for the following issue areas:

- Aesthetics
- Air Quality
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Noise
- Population and Housing
- Public Services
- Recreation
- Utilities and Service Systems

Impacts of the proposed project to the following issue areas were determined to be less than significant with the incorporation of mitigation measures as described in Section 4, Summary of Mitigation Measures:

- Biological Resources
- Cultural Resources
- Geology and Soils
- Hydrology and Water Quality
- Transportation/Traffic

1.4 - Environmental Permits

The proposed project may require the following permits and would be required to comply with applicable federal and State regulations:

- Erosion and surface water quality - Coverage under the construction stormwater general National Pollutant Discharge Elimination System (NPDES) permit during construction, which includes a Storm Water Pollution Prevention Plan (SWPPP), and associated Best Management Practices (BMPs) authorized by the State Water Resources Control Board (SWRCB) and overseen by the Regional Water Quality Control Board (RWQCB).

1.5 - Document Organization

This IS/MND is organized as described below.

Section 1: Introduction. This section provides an introduction and describes the purpose and organization of this document.

Section 2: Project Description and Background. This section describes the purpose of and need for the proposed project, identifies project objectives, and provides a detailed description of the proposed project.

Section 3: Environmental Checklist. (Setting, Impacts, and Mitigation Measures). This section presents an analysis of a range of environmental issues identified in the CEQA Environmental Checklist and determines for each topic if the proposed project would result in no impact, a less-than-significant impact, a less-than-significant impact with mitigation incorporated, or a potentially significant impact for each topic. If any impacts were determined to be potentially significant after incorporation of applicable mitigation measures, an EIR would be required. For this project, however, mitigation measures have been incorporated, where needed, that would reduce all potentially significant impacts to a less than significant level.

Section 4: Summary of Mitigation Measures. This section summarizes the mitigation measures incorporated into the project and agreed upon by CDCR because of the IS, as well as permits that may be required.

Section 5: References. The section lists the references used in preparation of this IS/MND.

Section 6: List of Preparers. This section identifies report preparers.

Section 7: IS/MND Distribution. This section provides the names and addresses of all parties who received copies of this document.

SECTION 2: PROJECT DESCRIPTION AND BACKGROUND

2.1 - Introduction

The court case *Coleman v. Schwarzenegger*, 2009 W.L. 2430820 (Case No. 2:90-cv-00520-LKK-JFM)(E.D. Cal. 2009) found constitutional deficiencies pursuant to the Eighth Amendment to the United States Constitution with the adequacy of mental health care provided by CDCR to inmates incarcerated in CDCR prisons.

The proposed project at the Salinas Valley State Prison (SVSP) is included in the October 2007 court-approved plan that is intended to bring CDCR into compliance with the federal *Coleman* Court order by calling for CDCR to construct and operate new mental health care facilities at several prison sites, including the SVSP.

The proposed project consists of the construction of a two-story 27,171-sq ft building that would provide services for up to 300 Enhanced Outpatient Program (EOP) General Population (GP) inmates. The building would include individual and group therapy rooms, classrooms, administrative offices, and support space for clinical staff. In addition, 42 new staff parking spaces would be provided adjacent to existing visitor parking southwest of the SVSP Administration Building on approximately 16,139 sq ft.

The total construction duration for the proposed project is estimated at 21 months, starting in November 2011.

The proposed project would be located within the boundaries of SVSP and project improvements would include the rerouting of existing water, sewer, natural gas, and electrical infrastructure around the proposed EOP building. The proposed project would require no more than 42.8 new staff positions. To provide a conservative analysis, this IS/MND analyzes the addition of 50 new staff positions. No increase in the existing inmate population would occur.

All construction, including staging and construction parking, would take place within the SVSP boundaries. The proposed project, including all project components, would encompass approximately 69,539 sq ft or 1.59 acres (53,400 sq ft [EOP building and infrastructure] plus 16,139 sq ft [parking lot]).

2.2 - Project Location

SVSP is located at 31625 Highway 101 in Monterey County within the incorporated limits of the City of Soledad, approximately three miles north of the City's center. SVSP is located on a State-owned, 950-acre parcel that includes SVSP and the California Training Facility (CTF). SVSP is adjacent to the CTF, a State prison in operation since the 1940s. U.S. Highway 101 (US 101) and the Southern

Project Description and Background

Pacific Railroad tracks bound the CTF/SVSP site to the southwest. Agricultural land surrounds the remaining CTF/SVSP property boundary. Regional location and vicinity maps are presented in Exhibit 1 and Exhibit 2, respectively.

2.3 - Need and Order for the Proposed Project

CDCR proposes to construct the EOP-GP Treatment and Office Space project to comply with the federal *Coleman* Court order that calls for the construction of new mental health facilities to be operated by CDCR at several prison sites, including SVSP. One component or level of care in the CDCR mental health services delivery system is the EOP that provides the most intensive level of outpatient mental health care. The program is characterized by separate housing units (existing Housing Units A4 and A5 consisting of 300 beds) and structured activities for mentally ill inmate patients, who because of their illness, experience adjustment difficulties in a general population setting, yet are not so impaired as to require 24-hour inpatient care.

AB 900 (pursuant to Government Code 15819.40) authorizes CDCR to design, construct, or renovate existing facilities and construct new facilities to provide support services and programming space, including medical, dental, and mental health care facilities at existing institutions. AB 900 authorizes the State Public Works Board to issue revenue bonds to finance this and other projects covered under AB 900.

In April 2009, Judge Lawrence Karlton, US District Court, Eastern District, California, issued an order based on Special Master Matthew A. Lopes, Jr.'s report and recommendations for CDCR to complete all court-ordered mental health construction projects in the August 2007 Mental Health Bed Plan as quickly as possible. Because of the *Coleman* Court order, the CDCR must expedite construction of the proposed project.



Source: Census 2000 Data, The CaSIL, MBA GIS 2009.



Exhibit 1 Regional Location Map



Source: Monterey County NAIP, 2009.



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Exhibit 2
Local Vicinity Map
Aerial Base

2.4 - Project Objectives

The proposed project is intended to achieve the following primary objectives:

- Comply with the *Coleman* Court order to provide constitutionally adequate mental health care.
- Provide a facility that is sufficiently sized to accommodate non-residential mental health care needs for the SVSP inmate population.
- Ensure that CDCR's safety and security criteria are met while also providing efficient mental health care.

2.5 - Description of Proposed Facilities

The proposed project consists of the construction of a two-story 27,171-sq ft building that would provide services for up to 300 EOP GP inmates. The building will include individual and group therapy rooms, classrooms, administrative offices, and support space for clinical staff. In addition, 42 new staff parking spaces would be provided adjacent to the existing visitor parking.

The EOP building and related improvements would be constructed in a 53,400-sq ft project site located in an area referred to as No Mans Land, northeast of the existing Housing Unit A5 and south of Housing Unit A4 within the existing perimeter security fence (Exhibit 3). The construction staging area for the proposed EOP building would be located within the secure perimeter adjacent to the northern portion of the southeastern secure perimeter fence near the B-Vocational Yard and east of Receiving and Release (Exhibit 3). The construction staging area for the proposed parking lot would be located directly adjacent to the proposed parking lot outside the secure perimeter fence (Exhibit 3). The staging areas would be used for approximately 21 months during project construction.

The building would be designed as a two-story structure with two distinct parts. The first floor would be a secure inmate-patient treatment space where treatment would be provided. The second floor would contain administrative office and support spaces and would be restricted to staff only.

The building foundation would be a concrete slab on grade constructed with reinforced concrete footings/foundations. The structure would be constructed of fully reinforced and grouted concrete masonry units (CMUs). HVAC equipment would be rooftop mounted. The building's finished floor elevation would be at approximately 297 feet mean seal level (msl). The existing grade in the location of the proposed building is at 295 feet msl; therefore, approximately two feet of engineered fill would be required. Pursuant to Executive Order S-20-04, the goal for this project will be to meet a minimum Silver Certificate level in accordance with Leadership in Energy and Environmental Design (LEED).

Project Description and Background

Access to the new building would be provided through an opening in the existing concrete masonry yard wall located between Housing Units A4 and A5. A secure chain link enclosure would connect the opening in the yard wall with the door to the new treatment and office space building. Existing walkways and vehicle paths that provide a path of travel from Housing Unit A4 and A5 to the new building would be replaced to meet current accessibility code requirements. To accommodate the new building, a portion of the access road leading up to Housing Unit A5 would be relocated further south of the site.

The additional staff parking lot would be located adjacent to the southernmost parking area, southwest of the SVSP Administration Building outside of the secure perimeter fence.

Site Demolition and Preparation

The proposed EOP building location currently contains two slab-on-grade exercise yards totaling approximately 7,500 sq ft, a 12-foot high security fence constructed of cyclone fencing and concrete blocks, a gun post, and an observation walkway. These features would be demolished and removed. Existing water, sewer, and gas lines within the proposed building area would be removed and rerouted along the eastern side of the inner patrol road. The project area would be graded and approximately two feet of engineered fill would be placed onsite.

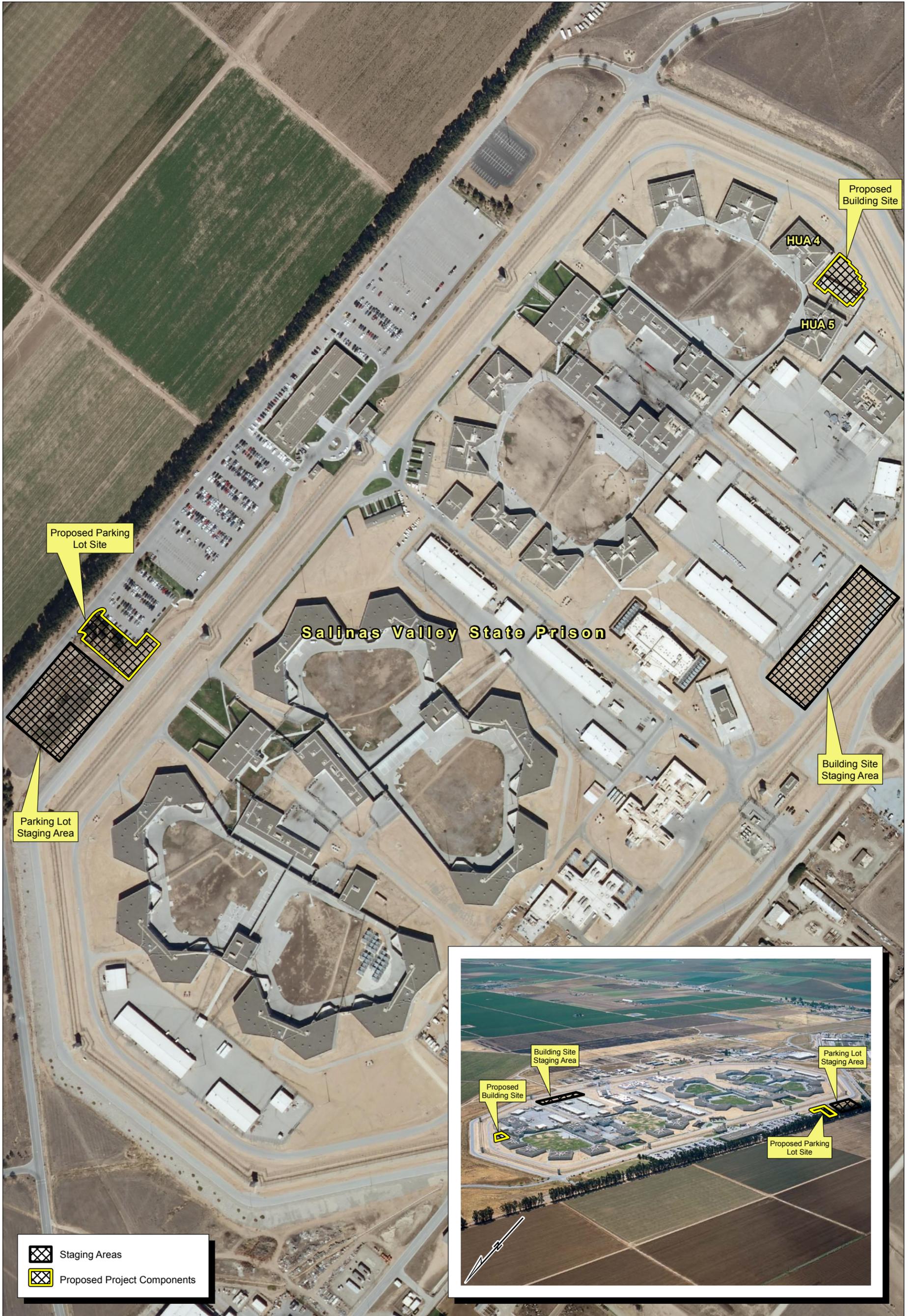
The proposed parking lot would be located adjacent to existing parking lots southwest of the SVSP Administration Building. The proposed parking lot area currently consists of several small ornamental landscaping trees. A minimum number of existing trees (as reasonably possible) in the direct area of construction for the parking lot would be removed. The remaining trees would be protected and preserved, with irrigation relocated to service the remaining trees. The existing surface drainage adjacent for the existing visitor parking would be shifted to the southwest. Between 100 and 400 cubic yards of dirt would be exported from the proposed parking area. No fill is anticipated.

Lighting

Exterior lighting would be provided by fixtures mounted on the perimeter of the EOP building. Exterior lighting would illuminate all recesses formed by the building shape and be consistent with CDCR Design Criteria Guidelines. No new lighting would be installed within the proposed parking lot because existing lighting from the adjacent parking lot is sufficient for safety purposes.

Utilities and Infrastructure

Increases in utility usage and waste production as a result of the proposed project were estimated based on existing figures provided by SVSP. As shown in Table 1, the SVSP facility currently consists of 1.29 million sq ft of building area, of which 235,314 or 18.24 percent is used for office, treatment or administrative space. Table 1 provides the estimated increase in utility use and waste production of the proposed project. The actual utility use would likely be less due to improved building standards included in new construction. In addition, an array of photovoltaic panels would be constructed on the EOP building's roof; however, the exact number of panels and potential energy savings is unknown at this time.



Source: Google Earth Pro (July 30, 2007), Kitchell Capital Expenditure Managers (December 22, 2009).



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Exhibit 3 Proposed Project Components

Table 1: Estimated Increases in Utility and Waste Production

Utility/Waste	Usage/Production by Entire Facility (1,290,315 sq ft)	Usage/Production Per sq ft of Office/Treatment/Administrative Space	Estimated Project Usage/Production (Usage per sq ft x 27,171 sq ft)
Water (gpd)	501,700	0.39	10,597
Wastewater (gpd)	560,000	0.43	11,684
Solid Waste (lbs per day)	8,034	0.006	163
Gas (therms pd)	3,310	0.003	82
Electricity (kwh per day)	53,220	0.04	1,087
Source: Skip Wickiser, Supervisor of Building Trades, Salinas Valley State Prison 2010. MBA 2010.			

Existing water, sewer, and gas lines would serve the proposed building but would require relocation to accommodate the building’s footprint. To circumvent the building, the existing utility lines would be rerouted along the eastern side of the inner patrol road. Based on preliminary utility plans included in the Establishment of Scope, Schedule and Budget, approximately 1,860 linear feet of utility trenches would be constructed. Solid waste disposal service would continue to be provided by Tri Cities Disposal and Recycling, and solid waste would continue to be disposed at the Johnson Canyon Landfill located approximately three miles east of the City of Gonzales.

Facility Staffing

The proposed project would operate on the same schedule as the existing SVSP facility (24 hours a day, year-round, with three 8-hour shifts [watches]). The existing inmate population at SVSP would not increase as a direct result of the proposed project. However, the proposed project would result in approximately 42.8 new staff positions, resulting in a 2.8 percent increase of SVSP total staff (from 1,512 to approximately 1,554.8 staff positions) after project completion. The staffing package approved by the Public Works Board (April 2010) is for 42.8 new staff positions; however, to ensure a conservative analysis, this IS/MND contemplates the addition of 50 employees. All new staff would work during the Second Watch shift, between the hours of 7 a.m. and 7 p.m.

Inmate Population

The current inmate population of SVSP is estimated at 4,555 inmates. The proposed project would not increase the existing inmate population at SVSP.

Visitation

Visitation procedures for the proposed project would be similar to existing visitation protocols at the SVSP facility. General public and attorney visits would be conducted in accordance with CDCR visitor policies and procedures. Visitors meeting with inmates would be identified, screened, and searched at the visitor-processing center at the existing SVSP gate.

Emergency Contingency Plans

The SVSP has an Emergency Operations Plan tailored to the specific site needs of the institution in compliance with the California Emergency Services Act of 1970. The plan specifies measures to be implemented within the facility during certain types of emergencies such as fire, flood, earthquake, war, or civil disturbance. Employees are trained in the use of emergency equipment and medical aid for these situations. The proposed facility would operate under the terms of the existing SVSP Emergency Operations Plan. SVSP has an onsite fire department that serves both SVSP and the Correctional Training Facility (CTF) and provides fire protection, Emergency Medical Services (EMS), and ambulance transport service for SVSP. The existing Emergency Preparedness Plan would not need to be updated to reflect the elements of the proposed project (Wickiser, pers. comm.).

2.6 - Project Construction

CDCR anticipates the construction of the proposed project would begin in 2011. For the purposes of this IS/MND, it has been assumed that construction would take no longer than 21 months and would be completed by 2014. The project schedule assumes legislative approval will be obtained for all future funding.

Earth-moving equipment, including backhoes, front-end loaders, and dump trucks, would be used during excavation for utilities and building foundations. Concrete trucks and pumpers would be onsite during concrete pours for foundations and slabs; forklifts would be used during erection of the walls and delivery of material from storage areas. Cranes would be operated for installation of precast panels, structural steel framing members, metal decking, and mechanical systems on the roof. From five to 40 site workers would be involved in project construction at any given time. Construction work shifts would generally occur between 7:00 a.m. and 3:30 p.m., Monday through Friday.

The construction staging area for the proposed EOP building would be located within the secure perimeter adjacent to the northern portion of the southeastern secure perimeter fence near the B-Vocational Yard and East of Receiving and Release. This staging area would be used for approximately 21 months during project construction. The staging area for the proposed parking lot would be located directly adjacent to the proposed parking lot outside the secure perimeter fence. Both staging areas would be used for construction vehicles, equipment, and material storage (Exhibit 3). A small amount of fuels, lubricants, and solvents may be stored in these areas. Parking for construction workers would be provided at the existing SVSP visitor parking area.

2.7 - Environmental Protection

The following section describes features of the proposed project that would reduce potential environmental impacts. In addition to these features, mitigation measures (outlined in Section 4, Summary of Mitigation Measures) would be incorporated into project construction and design.

Water Quality Protection

CDCR or its contractor would prepare a grading and erosion control plan for the SVSP facility consistent with the requirements of the General National Pollutant Discharge Elimination System (NPDES) permit for Discharges of Storm Water Associated with Construction Activity (General Permit, 2009-0009-DWQ). The plan shall include the location, implementation schedule, and maintenance schedule of all erosion and sediment control measures; describe measures designed to control dust and stabilize the construction site road and entrance; and describe the location and methods for storage and disposal of construction materials. In addition, the plan shall include a Storm Water Pollution Prevention Plan (SWPPP) that identifies specific actions and Best Management Practices (BMPs) to prevent stormwater pollution during construction activities. The SWPPP shall identify pollution prevention measures and practices to prevent polluted runoff from leaving the project site and be consistent with the NPDES Construction Permit. Examples of stormwater pollution prevention measures and practices that may be contained in the plan include but are not limited to:

- Perimeter protection (e.g., straw bales or wattles, fiber rolls, silt fencing) to prevent sediment escaping from the construction site.
- Drainage inlet protection.
- Hydroseeding or landscaping of non-paved surfaces.
- Employee training in good housekeeping practices and to inform personnel of stormwater pollution prevention measures.

The SWPPP shall also contain information related to spill prevention countermeasures, measures to prevent or materials available to clean up hazardous material and waste spills, as well as emergency procedures for hazardous spills. All construction contractors shall retain a copy of the approved SWPPP on the construction site.

In addition, CDCR shall have a registered civil engineer to design and implement a post-construction drainage plan that will safely retain, detain, and/or convey stormwater runoff and will be consistent with CDCR Design Criteria Guidelines. This plan may include, but is not limited to:

- Bioswales and landscaped areas that promote percolation of runoff.
- Roof drains that discharge to landscaped areas.
- Stenciling on storm drains.
- Curb cuts in parking areas to allow runoff to enter landscaped areas.
- Rock-lined areas along landscaped areas in parking lots.
- Catch basins.
- Regular sweeping of parking areas and cleaning of storm drainage facilities.

Earthquake Resistant Design

A geotechnical subsurface investigation shall be prepared prior to final design and preparation of grading plans. The report shall contain recommendations related to site preparation and earthwork, appropriate types of fill, structural foundations, grading practices, erosion, and special geotechnical issues onsite, slope stability and road, pavement, and parking areas. The report shall determine which foundation designs would be appropriate for the site. All structures constructed at the project site shall be consistent with the 2007 California Building Code (CBC), California Code of Regulations, Title 24, Part 2, Chapter 16, 18, 19, 20, 21, 22, and 23, and as outlined in Appendix D of CDCR's Design Criteria Guidelines.

LEED Certification

LEED is an internationally recognized green building certification system, providing third-party verification that a building or community has been designed and built using strategies aimed at improving performance across the following critical metrics: energy savings, water efficiency, carbon dioxide (CO₂) emissions reduction, and improved indoor environmental quality.

Developed by the U.S. Green Building Council (USGBC), LEED provides building owners and operators a concise framework for identifying and implementing practical and measurable green building design, construction, operations, and maintenance solutions. LEED is flexible enough to apply to all building types—commercial as well as residential. It works throughout the building lifecycle—design and construction, operations and maintenance, tenant fit-out, activation, and any necessary retrofits.

Pursuant to Governor Arnold Schwarzenegger's Energy Action Plan (Executive Order S-20-04), the goal for this project will be to meet a minimum Silver Certificate level in accordance with LEED. Accordingly, project components would be implemented with the intent of achieving LEED Silver Certification.

This feature would promote sustainable building practices that would lead to decreased energy and natural resource usage. The USGBC indicates that LEED buildings perform 25-30 percent better in terms of energy efficiency than non-LEED buildings.

SECTION 3: ENVIRONMENTAL CHECKLIST

Project Information	
1. Project Title	Enhanced Outpatient Program - General Population Treatment and Office Space - Salina Valley State Prison
2. Lead Agency Name and Address	California Department of Corrections and Rehabilitation, Facility Planning, Construction and Management, Environmental Planning Section, 9838 Old Placerville Road, Suite B, Sacramento, CA 95827
3. Contact Person and Phone Number	Jane Hershberger, Senior Environmental Planner 916-255-2236
4. Project Location	31625 Highway 101, Soledad, CA 93960
5. Project Sponsor's Name and Address	California Department of Corrections and Rehabilitation, Facility Planning, Construction, and Management Division, Environmental Planning Section, 9838 Old Placerville Road, Suite B, Sacramento, CA 95827
6. General Plan Designation	Public Facility
7. Zoning	Public Facility
8. Description of Project	See Section 2, Project Description and Background
9. Surrounding Land Uses and Setting	See Section 2, Project Description and Background
10. Other public agencies whose approval is required (e.g., permits, financing approval or participation agreement)	Regional Water Quality Control Board (RWQCB) State Department of Finance State Public Works Board Joint Legislative Budget Committee

Environmental Factors Potentially Affected			
The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.			
<input type="checkbox"/>	Aesthetics	<input type="checkbox"/>	Agriculture Resources
<input type="checkbox"/>	Biological Resources	<input type="checkbox"/>	Cultural Resources
<input type="checkbox"/>	Greenhouse Gas Emissions	<input type="checkbox"/>	Hazards/Hazardous Materials
<input type="checkbox"/>	Land Use/Planning	<input type="checkbox"/>	Mineral Resources
<input type="checkbox"/>	Population/Housing	<input type="checkbox"/>	Public Services
<input type="checkbox"/>	Transportation/Traffic	<input type="checkbox"/>	Utilities/Services Systems
<input type="checkbox"/>			Air Quality
<input type="checkbox"/>			Geology/Soils
<input type="checkbox"/>			Hydrology/Water Quality
<input type="checkbox"/>			Noise
<input type="checkbox"/>			Recreation
<input type="checkbox"/>			Mandatory Findings of Significance
<input checked="" type="checkbox"/>	None with Mitigation		

Environmental Determination

Based on this initial evaluation:

- I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measure based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Nancy MacKenzie 9-9-2010
 Signature Date

Nancy MacKenzie Chief, Environmental Planning Section
 Printed Name Title

California Department of Corrections and
 Rehabilitation
 Agency

Evaluation of Environmental Impacts

1. A brief explanation is required for all answers except “No Impact” answers that are adequately supported by the information sources CDCR cites in the parentheses following each question. A “No Impact” answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A “No Impact” answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project would not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
2. All answers must take into account the entire action involved, including offsite as well as onsite, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
3. Once CDCR has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. “Potentially Significant Impact” is appropriate if there is substantial evidence that an effect may be significant. If there are one or more “Potentially Significant Impact” entries when the determination is made, an EIR is required.
4. “Negative Declaration: Less Than Significant With Mitigation” applies, where the incorporation of mitigation measures has reduced an effect from “Potentially Significant Impact” to a “Less-than-Significant Impact.” CDCR must describe the mitigation measures and briefly explain how they reduce the effect to a less-than-significant level (mitigation measures from “Earlier Analyses,” as described in number 5 below, may be cross-referenced).
5. Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration, per Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:
 - a. Earlier Analysis Used. Identify and state where they are available for review.
 - b. Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
 - c. Mitigation Measures. For effects that are “Less than Significant with Mitigation Measures,” describe the mitigation measures that were incorporated or refined

from the earlier document and the extent to which they address site-specific conditions for the project.

6. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
7. Supporting Information Sources: A source list should be attached and other sources used or individuals contacted should be cited in the discussion.
8. This is only a suggested form, and lead agencies (CDCR) are free to use different formats; however, lead agencies (CDCR) should normally address the questions that are relevant to a project's environmental effects from this checklist in whatever format is selected.
9. The explanation of each issue should identify the significance criteria or threshold, if any, used to evaluate each question and the mitigation measure identified, if any, to reduce the impacts to less than significant.

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
3.1 - Aesthetics <i>Would the project:</i>				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic building within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The following is based on the site reconnaissance performed by Michael Brandman Associates (MBA) in April 2020. High-resolution photographs were taken from representative viewpoints in the surrounding vicinity.

Environmental Setting

Visual Distance Zones

The following distance zones (foreground, middle ground, and background) are used to characterize the dominant visual character from each vantage point and describe views in terms that can be analyzed and compared. As discussed below, sensitivity of views modified from the natural environment is defined in order to establish thresholds for analysis of potential visual impacts resulting from the implementation of the proposed project.

Foreground Views. These views include elements that can be seen at a close distance and that dominate the entire view. Impacted views at this distance are generally considered potentially adverse when viewed by a sensitive viewer group, such as surrounding residents, workers, pedestrians, or regular motorists.

Middle Ground Views. These views include elements that can be seen at a middle distance and that partially dominate the view. Impacted views at this distance are generally considered potentially adverse when viewed by a sensitive viewer group.

Background Views. These views include elements that are seen at a long distance and typically do not dominate the view but are part of the overall visual composition of the view. Impacted views at

this distance are generally considered not to be an adverse impact when viewed by a sensitive viewer group.

Regional Setting

The SVSP facility is located in the City of Soledad in the Salinas Valley of central Monterey County (Exhibit 1). The Salinas Valley ranges from 7 to 9 miles wide and is bordered by the Gabilan Range to the east and the Sierra de Salinas and Santa Lucia ranges to the west. The Gabilan Range reaches elevations of 3,000 feet above msl, while the Sierra de Salinas and Santa Lucia ranges reach elevations of 3,600 and 5,800 feet above msl, respectively.

Visual Setting

SVSP is located on a State-owned, 950-acre parcel that includes SVSP and the California Training Facility (CTF). SVSP is adjacent to the CTF, which has been in operation since the 1940s. These facilities are located east of US Highway 101 (US 101) and are surrounded by agricultural land uses. While the SVSP and CTF are incorporated into the City of Soledad, they are located in an area that is discontinuous from the city limits. The main area of Soledad is approximately 3 miles to the south. The City of Gonzales is approximately 3 miles to the north. Views of the facility are limited from both cities by distance, topography, and vegetation.

SVSP is accessed via US 101, which is the main transportation corridor in the Salinas Valley. Views of both SVSP and CTF from US 101 are limited by intervening vegetation and because the freeway is below grade. In addition, CTF is located closer to the highway, and partially obstructs views of SVSP situated further northeast from the highway.

The general terrain of the project vicinity consists of flat agricultural fields and mountain ridgelines in the distance. The Salinas River is approximately 2 miles to the southwest but cannot be seen from the project site. A row of eucalyptus trees blocks views of the prison from the north. The proposed EOP building area is located at a lower elevation than adjacent areas to the south. The difference in elevation and an earthen berm located along the secure perimeter fence obscure views of the site from the south and west.

The proposed project site, with the exception of the proposed parking expansion area, is located within the secured perimeter of the existing SVSP (Exhibit 3). Exhibit 43 provides an aerial photograph (from 2004) of the project site and its surroundings and depicts the project's components. The EOP building would be constructed between Housing Units A4 and A5 in the far eastern portion of SVSP. The parking expansion area would be located adjacent to the southernmost parking area, southwest of the SVSP Administration Building. Photographs of the proposed EOP building site and parking expansion area are provided in Exhibit 4.



Photograph 1: Looking west across construction staging area.



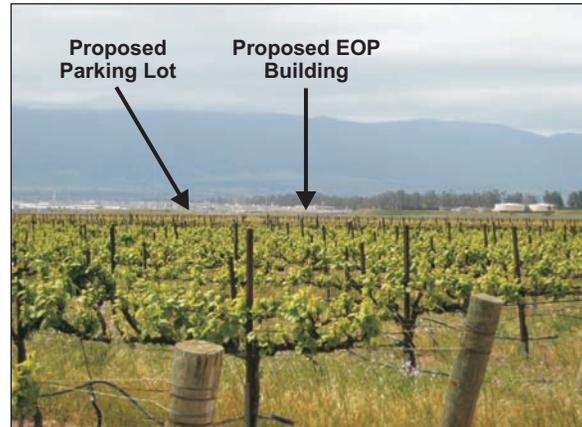
Photograph 2: Looking west across proposed EOP building site at adjacent building.



Photograph 3: Looking south at proposed EOP building site and existing exercise yards (to be demolished).



Photograph 4: Looking south east from proposed EOP building site along exercise yards.



Photograph 5: View of project site from agricultural fields east of SVSP.



Photograph 6: View of proposed parking lot looking east from adjoining SVSP road.

*Lines use to proved scale. Not actual simulations.

Source: Michael Brandman Associates (2010).



Michael Brandman Associates

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Exhibit 4 Site Photographs

CDCR • EOP-GP TREATMENT AND OFFICE SPACE AT SALINAS VALLEY STATE PRISON
INITIAL STUDY AND PROPOSED MITIGATED NEGATIVE DECLARATION

Sensitive Viewsheds

All components of the proposed project would be located within the perimeter of SVSP, approximately 1 mile east of US 101. The project site cannot be seen from US 101 because of intervention by other buildings, vegetation, and topography. A row of mature trees screens views of the SVSP compound, including the proposed parking lot area, from the agricultural fields to the north. An earthen berm blocks a majority of foreground views of the proposed project from the south and west. Many of the adjacent facilities containing viewsheds of the project site are part of the prison facility. Windrows of mature evergreen trees located throughout the adjacent agricultural lands obscure middle ground and background views of the project site. Accordingly, no sensitive viewsheds are present.

Existing Nighttime Lighting Environment

The project site, located on the grounds of SVSP, is surrounded by agricultural and industrial land uses that have been exposed to some form of lighting from high-mast and high intensity discharge (HID) wall pack fixtures since the facility was constructed in 1994. CDCR has calculated the existing light measurements in foot-candles on ten-foot centers with a photometer. A foot-candle is a unit of illuminance on a surface that is one foot from a uniform point source of light of one candle and equal to one lumen per square foot. One foot-candle (fc) is the equivalent of 10.76 lux (unit of illumination equal to 1 lumen per square meter; 1 lux equals 0.0929 fc). According to the photometric evaluation performed by CDCR, the existing baseline illuminance levels range from 2.1 foot-candles to 0.18 foot-candles. Because the SVSP is a correctional facility, it requires “safety lighting”, lighting that ensures proper levels of illumination to provide safe working conditions, safe passage, and the identification of potential hazards; therefore, CDCR has Design Criteria Guidelines (DCG) to ensure proper illumination for all State correctional facilities. According to CDCR DCG Section 265000 (.200)(B) “All exterior lighting shall be designed to avoid discomfort and minimize glare with respect to staff in towers, control/observation area, and adjunct properties.”

Discussion

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

No Impact. The proposed project would consist of one 2-story building and a 42-space parking lot within the SVSP facility. The building would be consistent in character, design, and height with other existing buildings and would not block views of the surrounding mountain ridgelines as seen from outside of the prison facility. As such, the proposed project would not have an adverse effect on a scenic vista. No impact would occur.

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

No Impact. US 101 is not designated as a State scenic highway. Furthermore, views of the project site from US 101 are limited. Accordingly, the proposed project would not have the potential to

damage any scenic resources within view from a State scenic highway because of intervening vegetation, topography and other buildings. No impact would occur to scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within view of a State scenic highway.

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

Less Than Significant Impact. The existing visual character of the project vicinity is largely rural agriculture with some commercial properties. Some rural residences are located within the surrounding agricultural areas. Views of SVSP from these residences are mostly, if not fully, obscured by multiple windrows of full-grown evergreen trees located in the agricultural fields. The SVSP institutional buildings surrounded by vegetative screening on the highly developed 950-acre SVSP site influence the character of the immediate site vicinity. The proposed building would be consistent with the character, design, and height of the existing buildings. Because proposed project components would represent a relatively minor addition to the existing institution and would be architecturally consistent with existing institutional buildings, no substantial change would occur to the visual character or quality of the site and its surroundings. Accordingly, impacts to the existing visual character or quality would be less than significant.

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

Less Than Significant Impact. The proposed project would include exterior lighting in the form of fixtures mounted on the perimeter of the building. Exterior lighting would illuminate all recesses formed by the building shape and, as previously mentioned, would adhere to CDCR Design Criteria Guidelines to minimize spill-over light into surrounding properties. CDCR's Design Criteria Guidelines require a lighting plan for each facility to limit the light spillover onto adjacent properties. The proposed wall-mounted fixtures would be approximately 600 feet from CDCR's property boundaries, and over 1.25 miles from the nearest residence east of the project site. As previously noted, views of SVSP from the few nearby residences are mostly, if not fully, obscured by multiple windrows of full-grown evergreen trees located in the agricultural fields. Because the wall-mounted fixtures would be designed to meet the requirements of Design Criteria Guidelines for 2.0 foot-candles of horizontal plane illumination they would not affect surrounding land uses. As such, the project site does not have the potential for light trespass, which is the shining of light produced by a luminaire beyond the boundaries of the property on which it is located. No new lighting would be installed in the proposed parking lot because existing lighting from the adjacent parking lot is sufficient for safety purposes.

Given the existing lighting, the additional lighting associated with the proposed project would not be expected to substantially affect nighttime views. As such, impacts would be less than significant.

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
<p>3.2 - Agriculture and Forest Resources <i>In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and the forest carbon measurement methodology provided in the Forest Protocols adopted by the California Air Resources Board.</i> Would the project:</p>				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)) or timberland (as defined in Public Resources Code section 4526)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to nonforest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Environmental Setting

In Monterey County, agriculture production is a multi-billion dollar industry, and agriculture is the leading industry in the Central Salinas Valley. Over 1.3 million acres (approximately 62 percent of the total land in the County) are used for various agricultural purposes, of which over 225,000 acres (17 percent) are assessed with some level of importance for their agricultural productivity. The total production value of agriculture products produced in Monterey County in 2009 was over \$4 billion. During 2009, strawberries were the number one cash crop, with gross production totaling over \$756 million, followed closely by leaf lettuce, with gross production totaling over \$736 million. Other leading crops include head lettuce, nursery products, broccoli, grapes, celery, spring mix, spinach, and miscellaneous vegetables. Currently, there is no agricultural operation at SVSP.

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

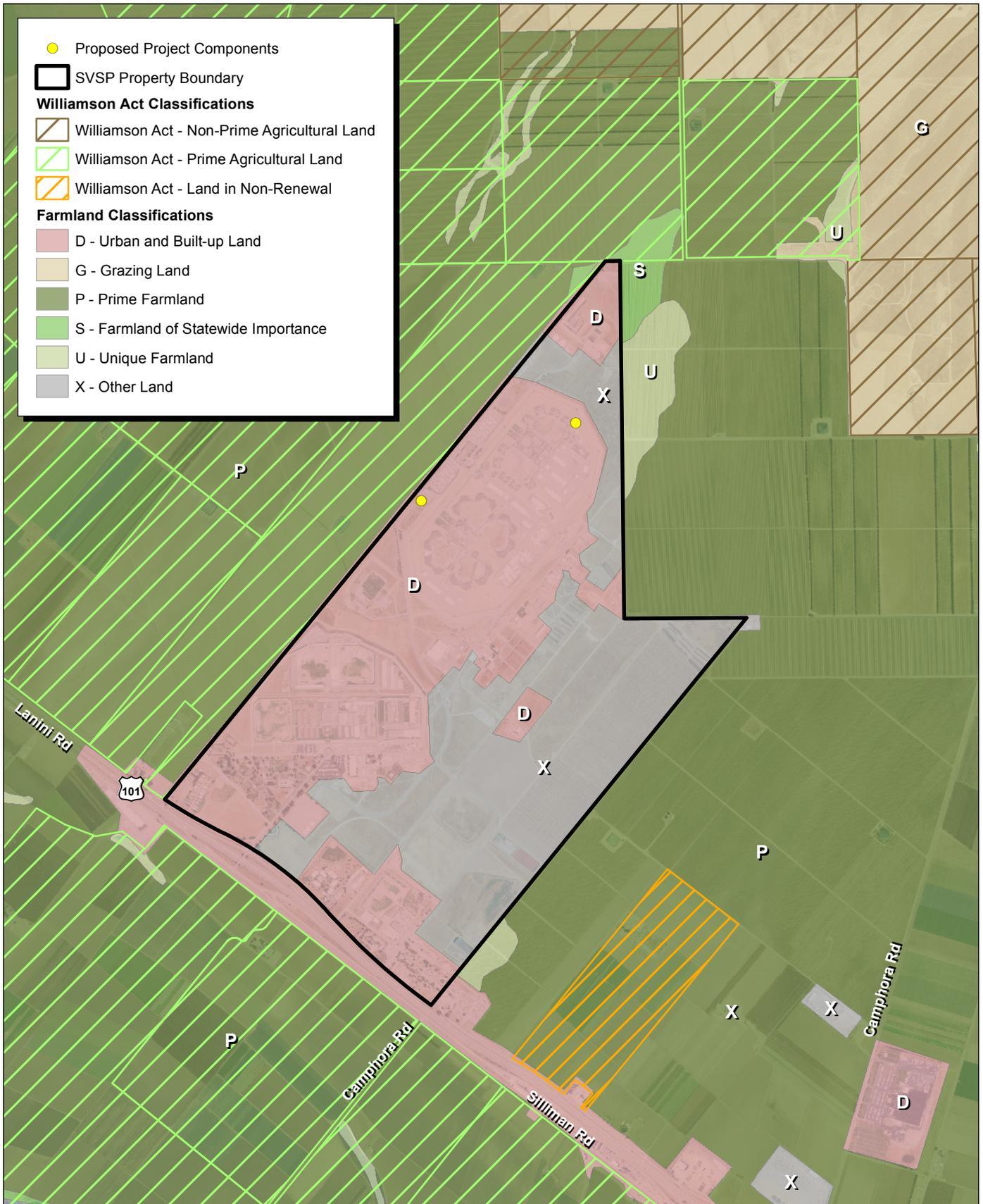
No Impact. Based on a review of maps prepared pursuant to the Farmland Mapping and Monitoring Program (FMMP) of the California Resources Agency, the project site does not contain any land designated as “Prime Farmland” or “Unique Farmland.” Based on a review of maps prepared pursuant to the FMMP of the California Resources Agency, the project site is mapped as Urban and Built-up Land and Other Land (California DOC 2007). Therefore, no impact would occur.

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

No Impact. No Williamson Act contract exists at the site. As shown on Exhibit 5, Williamson Act Prime Agricultural Land borders the 950-acre site on the northwest, at the northern tip of the SVSP, and is located across US 101 to the southwest. Land adjacent to the northeastern and eastern boundaries of the SVSP is not within a Williamson Act contract; however, a small parcel approximately 0.25 mile to the southeast is designated as Agricultural Land under a Williamson Act contract (Department of Conservation 2007). The project site is designated “Public Facility” by the City of Soledad General Plan and is not constrained by a Williamson Act contract. All project improvements would take place within the SVSP property boundary. The proposed project is consistent with existing land use and zoning designations and is not expected to encourage the non-renewal or cancellation of other contracted lands. Therefore, there are no impacts related to existing zoning or a Williamson Act contract.

c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)) or timberland (as defined in Public Resources Code Section 4526)?

No Impact. Forest land in PRC is defined as, “. . .land that can support 10 percent native tree cover of any species, including hardwoods, under natural conditions, and that allows for management of one or more forest resources, including timber, aesthetics, fish and wildlife, biodiversity, water quality, recreation, and other public benefits”; additionally, timberland is defined as land, “. . .which is available for, and capable of, growing a crop of trees of any commercial species used to produce lumber and other forest products.” The project site consists of fully disturbed lands which are developed within a State correctional facility and consist only of non-native landscaping and groundcover; therefore, no forest land or timberland activity could be supported on the project site or in the vicinity of the project site, which precludes the possibility of changes to forest land or timberland zoning resulting from the proposed project. For these reasons, no impact would occur.



Source: Monterey County NAIP (2009); FMMP (2008); Williamson Act (2006).



Exhibit 5 Designated Farmland

d) Result in the loss of forest land or conversion of forest land to non-forest use?

No Impact. See response to c), above. No forest land or timberland exists on the project site or in the vicinity of the project site. Therefore, no impact would occur.

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

No Impact. Indirect impacts on agricultural lands can occur under two types of conditions: 1) development (urban, residential) can place pressure on adjacent agricultural lands to convert to non-agricultural uses; or 2) land uses (urban, residential) adjacent to existing agricultural lands can create conflicts between the two types of uses which can, in turn, lead to the abandonment of agricultural uses in the area of conflict.

Improvements to the SVSP facility would take place within the existing SVSP property boundary and would only function to serve prison inmates. The proposed land use is consistent with both the Soledad General Plan land use and zoning designations. As shown on Exhibit 5, Prime Farmland borders the SVSP almost completely. A small area that borders the northeast tip of the SVSP is designated as Farmland of Statewide Importance and as Unique Farmland, but the majority of SVSP, including the locations of the proposed project components, is designated as Urban Built-up (Department of Conservation 2007). The Soledad General Plan does not include policies specifically pertaining to land use surrounding the prison; however, Chapter II, Land Use, of the General Plan does include policies to protect and preserve agricultural lands while allowing the City flexibility to meet its land use needs, which include limiting expansion of non-soil dependant land uses to certain areas. As previously stated, Prime Farmland and Williamson Act-Prime Agricultural Lands border the project site. The project would not encroach on these lands and would not include residential development, which could result in conflicts between future residents and existing agriculture operations, nor does the proposed project include any other components that could encourage the conversion of existing farmland to non-agricultural uses. No forest land or timberland exists on or in the vicinity of the project site; moreover, the proposed project does not include components that would result in changes to surrounding land uses. For these reasons, there would be no impacts related to farmland or forest land.

Environmental Checklist

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

Environmental Setting

The proposed project is located within the North Central Coast Air Basin (Basin). Regional and local air quality in the Basin is impacted by topography, dominant airflows, location, and season.

The Salinas Valley is a steep-sloped coastal valley that opens out to Monterey Bay and extends southeastward with mountain ranges of three to five thousand feet in elevation on either side. Although the summer coastal stratus rarely extends beyond the City of Soledad, the extended sea breeze, which consists of warmer and drier air currents, frequently reaches far down the Salinas Valley.

The EPA sets National Ambient Air Quality Standards, also known as federal standards. There are federal standards for six common air pollutants, called criteria air pollutants, which were identified resulting from provisions of the Clean Air Act of 1970. The six criteria pollutants are ozone, particulate matter (PM₁₀ and PM_{2.5}), nitrogen dioxide, carbon monoxide (CO), lead, and sulfur dioxide. The federal standards were set to protect public health, including that of sensitive individuals; thus, the standards continue to change as more medical research is available regarding the health effects of the criteria pollutants.

The California Air Resources Board (ARB) administers California ambient air quality standards (CAAQS) for the ten air pollutants designated in the California Clean Air Act (CCAA). The ten state

air pollutants consist of the six federal criteria pollutants listed above, plus visibility reducing particulates, hydrogen sulfide, sulfates, and vinyl chloride.

The Basin is designated as non-attainment for the state ozone and PM₁₀ standards (MBUAPCD 2009), which means that the concentrations of those pollutants have exceeded the ambient air quality standards. Therefore, the pollutants of concern for the Basin are primarily ozone and particulate matter. Significant ozone formation generally requires an adequate amount of ozone precursors in the atmosphere and several hours in a stable atmosphere with strong sunlight. Ozone precursors are primarily oxides of nitrogen (NO_x) and volatile organic compounds (VOC). The conditions for ozone formation are prevalent during the summer when thermal inversions are most likely to occur. Particulate matter levels tend to be highest during the winter months when the meteorological conditions favor the accumulation of localized pollutants. This occurs when relatively low inversion levels trap pollutants near the ground and concentrate the pollution. In addition, CO concentrations are higher in winter.

There are health effects from criteria pollutants. For example, when inhaled, even at very low levels, ozone can:

- Cause chest pain and coughing.
- May also worsen asthma, bronchitis, and emphysema, as evidenced by studies showing increases in hospital admissions and emergency room visits for respiratory causes.
- Cause acute respiratory problems.
- Cause significant temporary decreases in lung capacity of 15 to over 20 percent in some healthy adults.
- Cause inflammation of lung tissue.
- Lead to hospital admissions and emergency room visits (10 to 20 percent of all summertime respiratory-related hospital visits in the northeastern US are associated with ozone pollution).
- Impair the body's immune system defenses, making people more susceptible to respiratory illnesses, including bronchitis and pneumonia (MBUAPCD 2008).

Health effects from particulate matter include the following:

- Premature mortality.
- Aggravation of respiratory and cardiovascular disease as indicated by increased hospital admissions, emergency room visits, school absences, work loss days, and restricted activity.
- Changes in lung function and increased respiratory symptoms.
- Changes to lung tissues and structure.
- Altered respiratory defense mechanisms (MBUAPCD 2005).

Existing local air quality, historical trends, and projections of air quality are best evaluated by reviewing relevant air pollutant concentrations near the project area. Monterey Bay Unified Air Pollution Control District (MBUAPCD) operates an air monitoring station in Salinas, approximately 21 miles northwest of the project. Table 2 summarizes the Salinas ambient air monitoring station (Salinas Station) measurements of 1-hour and 8-hour ozone and CO, 1-hour NO₂, and daily PM₁₀ and PM_{2.5}. Table 2 summarizes 2007 through 2009 published monitoring data from ARB's Aerometric Data Analysis and Management System for the Salinas Station.

Table 2: Air Quality Monitoring Summary

Air Pollutant	Averaging Time	Metric	Year		
			2007	2008	2009
Ozone	1 Hour	Max 1 Hour (ppm)	0.067	0.078	0.077
		Days > State Standard (0.09 ppm)	0	0	0
	8 Hour	Max 8 Hour (ppm) ¹	0.059	0.068	0.067
		Days > State Standard (0.07 ppm)	0	0	0
		Days > Federal Standard (0.075 ppm)	0	0	0
Carbon monoxide	1 Hour	Max 1 Hour (ppm) ²	1.64	1.27	1.29
	8 Hour	Max 8 Hour (ppm) ³	1.15	0.89	0.90
		Days > State Standard (9.0 ppm)	0	0	0
		Days > Federal Standard (9 ppm)	0	0	0
Nitrogen dioxide	1 Hour	Max 1 Hour (ppm) ¹	0.050	0.049	0.040
		Days > State Standard (0.18 ppm)	0	0	0
Particulate matter (PM ₁₀)	24 Hour	Est. Annual Average (µg/m ³) ¹	18.2	20.6	16.4
		Max 24 Hour (µg/m ³) ¹	39.0	52.0	41.0
		Est. Days > State Standard (50 µg/m ³)	0	12.6	0
		Est. Days > Federal Standard (150 µg/m ³)	0	0	0
Fine particulate matter (PM _{2.5})	24 Hour	Annual Average (µg/m ³) ³	7.0	7.2	5.7
		Max 24 Hour (µg/m ³)	19.2	17.8	18.7
		Measured Days > Federal Standard (35 µg/m ³)	0	0	0
Abbreviations: > = exceed ppm = parts per million µg/m ³ = micrograms per cubic meter Max = maximum Est. = Estimated ¹ . From the California Measurement ² . The ARB does not report 1-hour average CO concentrations in its database, only 8-hour CO concentrations. Therefore, the 1-hour CO concentration was derived by dividing the 8-hour concentration by 0.7 (UCD 1997) ³ . Federal Annual Average Source: ARB 2010.					

Sensitive Receptors

Certain populations are particularly sensitive to the health impacts of air pollution, such as children, the elderly, and persons with preexisting respiratory or cardiovascular illness. For purposes of CEQA, sensitive receptors are a location that houses or attracts children, the elderly, people with illnesses, or others who are especially sensitive to the effects of air pollutants. Given that the proposed project involves the expansion of SVSP, a correctional facility, the proposed project has the potential to impact the existing sensitive prison population and staff. Some of the existing prison inmates may be considered sensitive receptors, because they are long-term residents with preexisting illnesses.

MBUAPCD Thresholds of Significance

While the final determination of whether or not a project has a significant effect is within the purview of the lead agency pursuant to CEQA Guidelines Section 15064(b), the MBUAPCD recommends that its air pollution thresholds be used to determine the significance of project emissions. These criteria pollutant thresholds and various recommendations by the MBUAPCD are contained in MBUAPCD's 2008 CEQA Air Quality Guidelines (Guidelines) and are discussed under the checklist questions below.

Discussion

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

Less Than Significant Impact. The MBUAPCD's criteria for determining a project's cumulative impact and consistency with the applicable Air Quality Management Plan (AQMP) for non-residential population related institutional projects are as follows:

Non-residential population related activities (e.g., hotels, motels) will be evaluated on a case-by-case basis for consistency. The District should be contacted for a consistency determination.

The MBUAPCD's recommended criteria for determining consistency with the AQMP vary by project type (residential, commercial, etc.). The proposed project fits the Institutional category. In accordance with the MBUAPCD's Guidelines, the MBUAPCD, and the Association of Monterey Bay Area Governments (AMBAG) were contacted for the consistency determination. Consistency is determined by comparing the estimated current employment of the air basin in which the proposed project is located with the applicable employment forecast in the AQMP. If the estimated employment increase and associated trips resulting from the proposed project does not exceed the forecast, indirect emissions associated with the proposed project are consistent with the AQMP. A consistency determination letter was received from the AMBAG provided a letter, dated July 21, 2009 (Deshazo, pers. comm.), for a prior project at SVSP that was never realized. The prior project contemplated the addition of 63 employees. The AMBAG letter indicated that the addition of 63 employees would be consistent with 2008 regional forecasts and the AQMP. Subsequent contact with

AMBAG (Deshazo, pers. comm.) regarding the project proposed under this IS/MND (with the addition of up to 50 employees) would not require a new consistency determination and would be consistent with the 2009 regional forecasts and the AQMP.

Consistency Background

The MBUAPCD prepares AQMPs, which describe existing air quality conditions, future air quality conditions, and contain measures that will be followed to attain the ambient air quality standards. The AQMPs include the technical foundation for understanding air quality (e.g., emission inventories and air quality monitoring), control measures and strategies, and enforcement mechanisms. Because AQMPs are the plans for reaching and maintaining attainment of the air standards, a project would have a significant impact if it would conflict with or obstruct implementation of the AQMP. The current AQMP for the Basin is the “2008 Air Quality Management Plan for the Monterey Bay Region” (MBUAPCD 2008).

The AQMPs account for future growth in its air quality modeling and projections. The primary method of projecting growth is through population forecasts. The Association of Monterey Bay Area Governments forecasts populations, including residential and non-residential populations, and uses those forecasts to estimate transportation-related factors such as vehicle miles traveled. MBUAPCD incorporates forecasted population and transportation-related data adopted by the Association of Monterey Bay Area Governments into the AQMP, and through the planning process offsets the emissions growth through controls. The proposed project would incorporate all applicable rules and regulations. The proposed project would be consistent with the AQMP.

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

Less Than Significant Impact. This impact relates to localized and regional criteria pollutant impacts. Potential localized impacts would be exceedances of State or federal standards for PM₁₀, PM_{2.5}, sulfur dioxide, or CO. The pollutant of regional concern is ozone. Ozone is not emitted directly from development projects, but is formed in the atmosphere from a complex chemical reaction involving sunlight, heat, and ozone precursors (VOC and NO_x). Therefore, the MBUAPCD recommends thresholds of significance for VOC and NO_x. As shown below, the proposed project would not violate any air quality standard or contribute to an existing or projected air quality violation during construction or operation.

Construction

The proposed project would involve grading activities on a total of 1.59 acres, including all project components. The proposed project’s total area of disturbance is less than MBUAPCD’s screening criteria (2.2 acres) for construction PM₁₀. As stated in Section 5.3 of the MBUAPCD’s Guidelines, construction projects below the screening level thresholds are assumed to be below the 82 pounds per day PM₁₀ threshold of significance. Therefore, the proposed project is assumed less than significant

for construction-generated PM₁₀ and would not violate the PM₁₀ ambient air quality standards during construction. In addition, since PM_{2.5} is a component of PM₁₀ (PM_{2.5} refers to particles less than 2.5 microns in diameter and PM₁₀ refers to particles less than 10 microns in diameter), emissions of PM_{2.5} are also anticipated to be less than significant and would not violate the ambient air quality standards for PM_{2.5}.

As stated on page 5-3 in the MBUAPCD's Guidelines, "construction projects using typical construction equipment such as dump trucks, scrapers, bulldozers, compactors and front-end loaders that temporarily emit precursors of ozone (i.e., volatile organic compounds [VOC] or oxides of nitrogen [NO_x]), are accommodated in the emission inventories of State- and federally-required air plans and would not have a significant impact on the attainment and maintenance of ozone ambient air quality standards. The District should be consulted regarding emissions from non-typical equipment, e.g., grinders, and portable equipment." The proposed project would temporarily emit VOC and NO_x during construction; however, the proposed project would have typical construction equipment; therefore, the proposed project would not violate the ambient air quality standards for ozone. In addition, emissions of NO_x during construction would not violate the ambient air quality standards for nitrogen dioxide. Emissions of CO during construction would not violate the ambient air quality standards for CO.

Operation: Localized Carbon Monoxide Concentrations

Localized high levels of CO (CO hotspot) are associated with traffic congestion and idling or slow-moving vehicles. The MBUAPCD recommends a screening analysis to determine if a project has the potential to contribute to a CO hotspot. If a project meets the screening threshold, additional modeling is required. Additional modeling is required if a project would result in:

- Intersections or road segments that operate at a level of service (LOS) D or better that would operate at LOS E or F with the project's traffic;
- Intersections or road segments that operate at LOS E or F where the volume to capacity ratio would increase 0.05 or more with the project's traffic;
- Intersections that operate at LOS E or F where delay would increase by 10 seconds or more with the project's traffic;
- Unsignalized intersections that operate at LOS E or F where the reserve capacity would decrease by 50 or more with the project's traffic. This criterion is based on the turning movement with the worst reserve capacity;
- Generation of substantial heavy-duty truck traffic or generation of substantial traffic along urban street canyons or near a major stationary source of CO; or
- Direct emissions of 550 pounds or more of CO per day (e.g., industrial operations).

Environmental Checklist

The project would not generate substantial heavy-duty truck traffic or generate substantial traffic along urban street canyons or near major stationary sources of CO. In addition, as shown in Table 4, the proposed project would not exceed the MBUAPCD's threshold of 550 pounds per day of CO. The remaining screening criteria are based on the LOS of project-impacted traffic intersections. Traffic impact studies are the reports that detail the project impacts to intersections and provide the data used for quantified CO hotspot analyses.

In 2007, CDCR considered a proposal to construct mental health services improvements at SVSP, and a traffic study was prepared (Winzler & Kelly Consulting Engineers May 2007) to evaluate potential traffic impacts. The 2007 proposal was eventually eliminated from further consideration. Kimley-Horn and Associates (a transportation engineering firm) prepared a Technical Memorandum, (Appendix C) in July 2010 after reviewing the 2007 traffic study and evaluating the proposed project relative to traffic and circulation issues identified for the previously proposed improvements. In accordance with the 2010 Technical Memorandum, CDCR found that data collected during the 2007 traffic study have remained accurate because the operation of SVSP has not substantially changed during the interim period. Furthermore, it was determined that background (existing) traffic levels have remained approximately the same or have been reduced since the 2007 traffic study. Refer to Section 3.16, Transportation/Traffic, for further discussion of the 2007 traffic study and Technical Memorandum.

The 2007 traffic study analyzed traffic impacts for two scenarios:

- Alternative 1, which would include new 336 employees.
- Alternative 2, which would include new 242 employees.

To provide a conservative analysis, Kimley-Horn and Associates assessed the proposed project at 50 additional employees, instead of the proposed 42.8. The addition of 50 employees correlates to 15 and 21 percent of the traffic that would have been generated by Alternative 1 and Alternative 2, respectively. In the 2007 traffic study, under the near term scenario, the addition of Alternative 1 or 2 allowed all intersections, roadway segments, freeway ramps, and freeway mainline segments to continue to operate at acceptable levels (LOS D or better). The 2010 Technical Memorandum indicates that since the proposed project would generate substantially fewer trips than Alternative 1 or 2 it is anticipated that the proposed project would also result in all intersections, roadway segments, freeway ramps, and freeway mainline segments operating at acceptable levels (LOS D or better). Therefore, in accordance with the previously described CO hotspot modeling screening thresholds, the proposed project would not require a CO hotspot analysis for the near-term conditions and is considered less than significant for CO impacts in the near-term.

Under cumulative growth plus the traffic for Alternative 1, the 2007 traffic study showed that Intersection 1 (Soledad Prison Road/US 101 North Bound [NB] Ramps) under AM traffic conditions would degrade to LOS E or worse. Therefore, the 2007 Alternative 1 would exceed the MBUAPCD's screening criteria for preparing a CO hotspot analysis under cumulative growth plus

proposal conditions, and a CO hotspot analysis would be required to determine if the 2007 proposal’s Alternative 1 would violate or substantially contribute to a localized exceedance of the CO standards. However, the Updated Traffic Study (Kimley-Horn and Associates 2010) indicates that with project traffic, during the AM peak hour, the intersection would operate at LOS D, which does not require a CO hotspot analysis. But, to be conservative and analyze the proposed project by proxy, MBA prepared a CO hotspot analysis with the 2007 proposal’s Alternative 1 data using the CALINE4 model. There are several inputs to the CALINE4 model. One input is the traffic volumes from the 2007 traffic study prepared by Winzler & Kelly. Another input is existing roadway widths, which were used in this analysis to provide a conservative scenario. Emission factors are from the EMFAC 2007 model for the year 2030.

As shown in Table 3, the estimated 1-hour and 8-hour average CO concentrations with the 2007 proposal’s Alternative 1 combined with background concentrations are below the State and national ambient air quality standards. The 2007 proposal’s Alternative 1 anticipates no CO hotspots because of traffic-generated emissions under the cumulative growth plus project scenario. Because the proposed project is substantially smaller than the 2007 proposal’s Alternative 1 (fewer trips), the mobile emissions of CO from the proposed project would be much less than the 2007 proposal’s Alternative 1, and are not anticipated to significantly contribute to an existing or projected air quality violation of CO in the cumulative growth plus project scenario.

Table 3: Cumulative Growth Carbon Monoxide Concentrations

Parameter	CO Concentrations (ppm)	
	1-hour ¹	8-hour ²
Soledad Prison Road/US 101 North Bound Ramps 2007 Alternative 1, Cumulative Growth Plus 2007 Proposal	1.9	1.4
Threshold	20	9.0
Significant?	No	No
Notes: ¹ Caline4 output (see Appendix A for model output) plus the 1-hour background concentration of 1.64 ppm (Table 2). ² The 8-hour project increment was calculated by multiplying the 1-hour Caline4 output by 0.7 (persistence factor), then adding the 8 hour background concentration of 1.15 ppm (from Table 2). Source: Michael Brandman Associates 2009.		

Operation: Emissions

URBEMIS2007 v9.2.4 (URBEMIS) was used by MBA to quantify project-generated operational emissions. Based on the traffic study, the analysis conservatively estimates the proposed project would generate approximately 100 trips per day (see Section 3.16, Transportation/Traffic, for further explanation). The URBEMIS output is contained in Appendix A and is shown in Table 4. The proposed project would not exceed the MBUAPCD’s thresholds for operational VOC, NO_x, PM₁₀, CO, or SO_x. Note that although there is no threshold for PM_{2.5}, emissions are very low and are under the PM₁₀ threshold. All criteria pollutant emissions during operation would be less than significant.

Therefore, project emissions during operation would not violate an ambient air quality standard or contribute substantially to an existing or projected air quality violation.

Table 4: Operational Criteria Pollutant Emissions

	Emissions (pounds per day)					
	VOC	NO _x	CO	SO ₂	PM ₁₀	PM _{2.5}
Onsite	0.3	0.2	1.7	0.0	0.0	0.0
Mobile	0.6	0.9	5.6	0.0	0.9	0.2
Total Emissions	0.9	1.1	7.3	0.0	0.9	0.2
MBUAPCD Threshold	137	137	550	550	82	None
Significant?	No	No	No	No	No	No
Notes: VOC = volatile organic compounds NO _x = nitrogen oxides CO = carbon monoxide SO ₂ = sulfur dioxide PM ₁₀ and PM _{2.5} = particulate matter Emissions represent summer emissions except for NO _x , which has higher emissions in winter. Buildout year is 2014. Onsite emissions refer to area source emissions – natural gas, landscape, and architectural coatings (painting). Source: Appendix A, URBEMIS 2007 output.						

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

Less Than Significant Impact. The MBUAPCD's CEQA Air Quality Guidelines states, "consistency with the AQMP is used to determine a project's cumulative impact on regional air quality under CEQA" (MBUAPCD 2008b). As discussed under Discussion a) above, the proposed project is consistent with the AQMP. Therefore, the proposed project is less than significant according to this criterion.

The Monterey Bay area is in non-attainment for ozone and PM₁₀. Ozone is not emitted directly into the air, but is a regional pollutant formed by a photochemical reaction in the atmosphere. Ozone precursors, VOC and NO_x, react in the atmosphere in the presence of sunlight to form ozone. Therefore, MBUAPCD does not have a recommended ozone threshold, but has regional thresholds of significance for project-emitted NO_x and VOC. As discussed under Discussion b), above, operational emissions would be well below the MBUAPCD's significance thresholds for VOC, NO_x, and PM₁₀. Therefore, the proposed project would have a less than significant impact cumulative impact. The proposed project would not cumulatively contribute to health effects from pollutants that are in non-attainment.

d) Expose sensitive receptors to substantial pollutant concentrations?

Less Than Significant Impact. The proposed project would not expose sensitive receptors to substantial concentrations of asbestos, diesel particulate matter, toxic air contaminants, or criteria pollutants, as discussed below.

Asbestos

Rock formations containing naturally occurring asbestos are not known to be present in Monterey County. Therefore, it is not expected that naturally occurring asbestos would be encountered or disturbed during project construction.

The proposed project would involve some demolition activity. Therefore, the proposed project is required to comply with MBUAPCD Rule 439 (Building Removals). If there were asbestos-containing materials to be removed from the structures, the removal would be subject to MBUAPCD Rule 424 (National Emission Standards for Hazardous Air Pollutants). The facilities subject to demolition activity were constructed in 1994. In 1989, EPA issued a rule banning most asbestos containing materials. However, the rule was overturned in court. The court decision allowed a continued ban on asbestos in certain products; however, other asbestos-containing materials are not banned.

CDCR is required to determine if the structures are considered “regulated facilities” under National Emissions Standards for Hazardous Air Pollutants by contacting the MBUAPCD. If there are regulated facilities to be demolished, the facilities must be inspected to determine if any asbestos containing materials are present. If asbestos containing materials are present, the project must follow the MBUAPCD requirements and, potentially, California Occupational Safety and Health Administration and Cal-EPA regulations. Compliance with these regulations reduces the already small potential of asbestos containing materials exposure to less than significant.

Construction: Diesel Particulate Matter

Construction activities would also involve the use of diesel-powered construction equipment, which emit diesel particulate matter (DPM). Risk assessments for residential areas exposed to toxic air contaminants are generally based on a 70-year period of exposure. Construction activities are expected to occur over 21 months. Fine grading activities, the primary source of construction-generated DPM, would occur over approximately 1.59 acres. The project description indicates that earth-moving equipment, including backhoes, front-end loaders, and dump trucks would be used during excavation for utilities and building foundations. Concrete trucks and pumpers would be onsite during concrete pours for foundations and slabs; forklifts would be used during erection of the walls and delivery of material from storage areas. Cranes would be operated for installation of precast panels, structural steel framing members, metal decking, and mechanical systems on the roof.

Environmental Checklist

The use of construction equipment would be temporary, the construction duration short, and the fleet relatively small. According to the California Office of Environmental Health Hazard Assessment, there is no identified acute (short-term) reference exposure level for health risks associated with DPM from construction (COEHHA 2010). Emissions of DPM would quickly disperse and dilute with distance from the construction equipment, and would not be substantial enough to be considered a significant health risk.

For reference, the ARB adopted the Air Quality and Land Use Handbook: A Community Health Perspective (Land Use Handbook) in 2005 that provides information and guidance on siting sensitive receptors in relation to sources of toxic air contaminants. The Land Use Handbook recommends avoiding siting sensitive land uses within 500 feet of a freeway that carries 100,000 vehicles per day. The amount of pollution generated by a freeway with 100,000 vehicles trips per day is substantially greater than would be emitted by construction of the proposed project. In relative terms, the project's construction would emit far less DPM than the freeway example provided above. Therefore, health risks from construction-related DPM would be less than significant.

As shown in Discussion b) above, the proposed project would not create a localized exceedance of PM₁₀, PM_{2.5}, sulfur dioxide, or CO during operation. Therefore, the proposed project would not expose sensitive receptors to substantial concentrations of these pollutants and impacts would be less than significant.

e) Create objectionable odors affecting a substantial number of people?**Less Than Significant Impact.**

Individual responses to odors are highly variable and can result in a variety of effects. Generally, the impact of an odor results from a variety of interacting factors such as frequency, duration, offensiveness, location, and sensory perception.

The MBUAPCD CEQA Air Quality Guidelines (2008b) states the following:

Odors represent emissions of one or more pollutants that are a nuisance to healthy persons and may trigger asthma episodes in people with sensitive airways. Pollutants associated with objectionable odors include sulfur compounds and methane. Typical sources of odors include landfills, rendering plants, chemical plants, agricultural uses, wastewater treatment plants, and refineries. Odors are a complex problem that can be caused by minute quantities of substances. Because people have mixed reactions to odors, the nuisance level of an odor varies. Projects which would emit pollutants associated with objectionable odors in substantial concentrations could result in significant impacts if odors would cause injury, nuisance, or annoyance to a considerable number of persons or would endanger the comfort, health, or safety of the public.

The proposed project would not alter the sewer treatment system that services SVSP and CTF. Operation of the proposed project would be similar to the baseline conditions in regards to odor. The proposed project would not concentrate odiferous pollutants. No objectionable odors would result from this proposed project in relation to wastewater, as wastewater generated by SVSP and CTF is pumped to the City of Soledad's Wastewater Treatment Plant for treatment and disposal.

Diesel exhaust and VOC would be emitted during construction of the proposed project but emissions would disperse rapidly from the project site and should not be at a level to induce a negative response. Therefore, odor impacts are less than significant.

Environmental Checklist

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

Environmental Setting

The SVSP site is located in the Salinas Valley at the northernmost extent of California’s South Coast Range. Climate is influenced by the Pacific Ocean, which moderates interseasonal variation in temperatures. Temperatures range from July highs of 82.7 degrees Fahrenheit (°F) to January lows of 34.5°F. Average annual precipitation is 9.6 inches and falls as rain primarily between the months of December through March (Western Regional Climate Center [WRCC] 2010).

Vegetation Communities and Wildlife Habitats

Vegetation communities are assemblages of plant species that occur together in the same area and are defined by their structure and by the relative abundance of associated plant species. The vegetation communities within the project site are classified according to the Guide to Wildlife Habitats (Mayer and Laudenslayer 1988). By using this classification system, it is possible to predict the wildlife species likely to occur within the project site using the California Wildlife Habitat Relationship System (CWHR). CWHR is based on the Guide to Wildlife Habitats; it is a predictive model that lists species likely to occur in a given location under certain habitat conditions.

The project site is developed and/or disturbed and referred to as urban in the CWHR. The proposed EOP building would be constructed within the existing secure perimeter, which is a lethal electrified fence. The soils in these locations are compacted sands and gravels with no vegetation; these areas are classified as barren. The location of the proposed parking lot expansion is immediately adjacent to existing lots southwest of the SVSP Administration Building and consists of unpaved, compacted, unvegetated soils and a small area of landscaping including several small trees.

Special-Status Species

Special-status species are those wildlife and plant species that, in the judgment of the resource agencies, trustee agencies, and certain non-governmental organizations, warrant special consideration in the CEQA process. This includes the following species:

- Officially designated “threatened,” “endangered,” or “candidate” species federally listed by the United States Fish and Wildlife Service (USFWS) and protected under the Federal Endangered Species Act.
- Officially designated “rare,” “threatened,” “endangered,” or “candidate” species State listed by the California Department of Fish and Game (CDFG) and protected under the California Endangered Species Act. CDFG also maintains a list of “Fully Protected” (CFP) species as well as “California Species of Special Concern” (SSC) that are also generally included as special status species under CEQA.
- Taxa considered rare, threatened, or endangered under the conditions of Section 15380 of the CEQA Guidelines, such as plant taxa identified on lists 1A, 1B, and 2 in the California Native Plant Society (CNPS) Inventory of Rare and Endangered Vascular Plants of California.
- Bat species listed as Medium or High Priority by the Western Bat Working Group (WBWG 2007).

Methodology

This evaluation of biological resources includes a review and inventory of potentially occurring special-status species (including those officially designated as endangered or threatened), wildlife habitats, vegetation communities, and jurisdictional waters of the US/State of California. The setting

Environmental Checklist

descriptions provided in this section are based upon a combination of literature reviews, site photographs, aerial photographs, and database queries. The reference data reviewed for this report include the following:

- Soledad, California, 7.5-minute topographic quadrangle (U.S. Department of the Interior, Geological Survey 1981).
- CDFG California Wildlife Habitat Relationship System (CWHR) (CDFG 2010a).
- California Natural Diversity Database (CNDDDB), Rarefind 4 computer program for the Gonzales, Mount Johnson, Palo Escrito Peak, and Soledad, California 7.5-minute topographic quadrangle (CNDDDB 2010).
- Inventory of Rare and Endangered Plants for the Gonzales, Mount Johnson, Palo Escrito Peak, and Soledad, California 7.5-minute topographic quadrangle and the surrounding eight quadrangles (CNPS 2010).
- Special Animals List (CDFG 2010b).
- Endangered and Threatened Animals List (CDFG 2010c).
- Special Plants List (CDFG 2010d).

Special-Status Plant Species

The special-status plant species reviewed for this document are included in Appendix B. The lists in Appendix B were compiled from query results from the CNDDDB and the CNPS online inventory. CNDDDB-recorded occurrences of special-status plant species within 5 miles of the project site are shown in Exhibit 6.

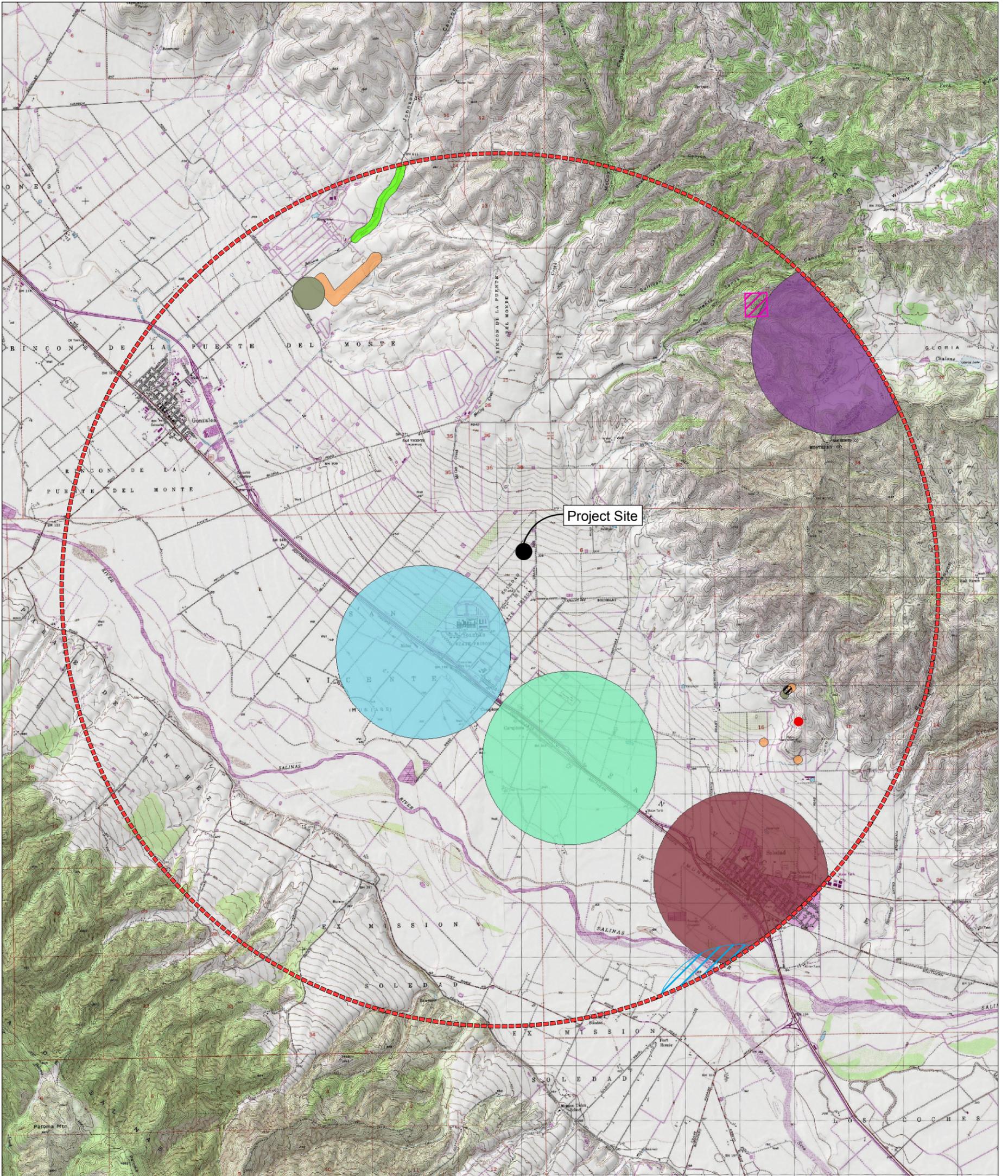
Several regionally occurring species have no potential to occur within the project site, either because the distribution of the species does not extend into the vicinity or because the habitat and/or micro-site conditions (e.g., serpentine soils) required by the species are not present.

Based on the results of the species review, there are no special-status plants with potential to occur within the project site.

Special-Status Wildlife Species

The special-status wildlife species reviewed for this document are listed in Appendix B. This list was compiled based on the query results from the CNDDDB.

Several regionally occurring species were determined not to have potential to occur within the project site, either because the distribution of the species does not extend into the project vicinity, or because the habitat or habitat elements (e.g., caves, tall snags) required by the species are not present.



Source: TOPO! USGS (1981) 7.5' DRG. CNDDB Data, May 2010.

- Project Area
 - 5 Mile Radius
- | CNDDB Listed Plant Species | | CNDDB Listed Wildlife Species | |
|---|---|---|--|
| Common Name (<i>Scientific Name</i>) | | Common Name (<i>Scientific Name</i>) | |
| | Congdon's tarplant (<i>Centromadia parryi</i> ssp. <i>congdonii</i>) | | American badger (<i>Taxidea taxus</i>) |
| | Gabilan Mountains manzanita (<i>Arctostaphylos gabilanensis</i>) | | California tiger salamander (<i>Ambystoma californiense</i>) |
| | Indian Valley bush-mallow (<i>Malacothamnus aboriginum</i>) | | Salinas pocket mouse (<i>Perognathus inornatus psammophilus</i>) |
| | Monterey spineflower (<i>Chorizanthe pungens</i> var. <i>pungens</i>) | | burrowing owl (<i>Athene cucicularia</i>) |
| | Santa Lucia dwarf rush (<i>Juncus luciensis</i>) | | western mastiff bat (<i>Eumops perotis californicus</i>) |
| | robust spineflower (<i>Chorizanthe robusta</i> var. <i>robusta</i>) | | western spadefoot (<i>Spea hammondi</i>) |

Based upon results of the species review, there are no special-status wildlife species with at least a low potential to be impacted by the project.

Other Sensitive Biological Resources

The Migratory Bird Treaty Act (MBTA) protects all common wild birds found in the United States except the house sparrow, starling, feral pigeon, and resident game birds such as pheasant, grouse, quail, and wild turkey. Resident game birds are managed separately by each state. The MBTA makes it unlawful for anyone to kill, capture, collect, possess, buy, sell, trade, ship, import, or export any migratory bird including feathers, parts, nests, or eggs.

Section 3503 of the California Fish and Game (CFG) Code makes it illegal to destroy any birds' nest or any birds' eggs that are protected under the MBTA. Section 3503.5 further protects all birds in the orders Falconiformes and Strigiformes, birds of prey, such as hawks and owls, and their eggs and nests from any form of take.

Ornamental shrubs and trees occur within 300 feet of the project impact area. These trees and shrubs provide suitable nesting and foraging habitat for common bird species protected under the MBTA and CFG Code.

There are no additional sensitive biological resources within or immediately adjacent to any of the project components. There are no wetlands or native trees that would be removed during project construction.

Discussion

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

Less Than Significant With Mitigation. The project site does not provide suitable habitat for any sensitive plant or wildlife species. Due to the disturbed nature of the existing low-quality habitat and the distance from known recorded occurrences of sensitive plant and wildlife species, it is highly unlikely that any sensitive plant or wildlife species would be impacted during project construction.

The project site is located within the vicinity of suitable nesting habitat for a number of migratory birds. Construction activities that may affect nesting birds protected under the federal Migratory Bird Treaty Act and CFG Code 3503 are considered potentially significant.

- MM BIO-1** To avoid any direct and indirect impacts to raptors and/or any migratory birds, construction activities adjacent to nesting habitat shall occur outside of the breeding season (approximately March 1 to August 31) for migratory birds and raptors. If construction activities adjacent to nesting habitat must occur during the breeding

season, CDCR shall retain a qualified biologist to conduct a pre-construction survey to determine the presence or absence of nesting birds on and within 150 feet of the construction and staging areas and nesting raptors within 300 feet of the construction and staging areas. The pre-construction survey must be conducted no greater than one month prior to the start of construction, and a follow up survey must be conducted no less than 10 calendar days prior to the start of construction. Results of both surveys must be submitted to CDCR for review and approval prior to initiating any construction activities. If nesting birds are detected by the CDCR-approved biologist's pre-construction survey, a biological monitor shall be present on-site during construction to minimize construction impacts and ensure that no nest is removed or disturbed until all young have fledged. Construction activity may occur within a buffer established by the monitoring biologist in consultation with CDCR.

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

No Impact. The project site contains no riparian habitat or other sensitive natural community. The project site is developed/disturbed and consists of barren, compacted gravelly soils.

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

Less Than Significant Impact. The proposed project would not impact federally protected wetlands. However, construction of the proposed project, may directly impact adjacent stormwater drainage infrastructure through accidental fill or discharge. In accordance with the General Permit for Discharges of Storm Water Associated with Construction Activity (Construction General Permit, 99-08-DWQ), CDCR shall have its construction contractor prepare and implement a SWPPP and drainage plan that will reduce these impacts to a less-than-significant level.

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

No Impact. The project site is developed/disturbed. While a row of mature eucalyptus trees is located near the proposed parking lot site, they do not provide sufficient habitat to be considered a wildlife corridor and would not be disturbed as a result of the proposed project. There are no natural corridors (for example, riparian corridors or windrows) within the secured perimeter and no existing development pattern that would cause wildlife to be channeled into the project site. In addition, areas

adjacent to the proposed parking lot and building are already developed. Existing ornamental landscaping trees, located on the proposed parking lot site would be removed in accordance with applicable policies and regulations. Therefore, construction of the proposed project would not interfere with the movement of any fish or wildlife species.

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

No Impact. The proposed project would not conflict with any local policies or ordinances. There are no native oak trees on the site, and the project would not result in the loss or degradation of any wetlands or other sensitive habitats.

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

No Impact. CDCR has an incidental take permit pursuant to Section 10(a)(1)(B) of the federal Endangered Species Act (ESA; 16 U.S.C. 1531, et seq.) and an incidental take permit pursuant to Sec. 2081(b) of the California Endangered Species Act (CESA; Fish and Game Code, Article 4, Sec. 2080, et seq.) to operate its lethal electrified fence program, which includes the lethal electrified fence at SVSP. Impacts to wildlife from the existing lethal electrified fence are mitigated through a Habitat Conservation Plan (HCP) for the Statewide Electrified Fence Project (1999). The proposed project would not involve impacts or modification to the existing lethal electrified fence, so the proposed project would not conflict with the HCP. The proposed project site is not within the boundaries of any other applicable habitat conservation plan or natural community conservation plans. As such, no impact would occur.

Environmental Checklist

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
3.5 - Cultural Resources				
<i>Would the project:</i>				
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Environmental Setting

Historic Background

In 1776, Juan Bautista de Anza established a land route from Mexico to Monterey and the City of Monterey quickly became the most prominent Spanish town in Alta California. The Salinas Valley was settled soon after, although its rich farmland was not fully utilized until much later, when modern irrigation methods were used to irrigate large tracts of agricultural land.

In 1791, Spanish Father Lasuén established Mission Nuestra Señora Doloresísima de la Soledad. The first adobe building within the Mission was constructed in 1797, but the full buildout as seen today did not occur until 1808. Following secularization of the missions in 1834, the mission population began to dwindle until the last priest, Father Sarría, died in poverty at the mission.

Following secularization, Euro-American individuals were granted large parcels of land referred to as ranchos. The project area is within what was once the 20,000-acre Rancho San Vicente. The rancho was granted to Francisco Soto, Francisco Figuero, and Estevan Munras. The Munras family prospered and several Munras family members inherited title to the rancho in 1852.

Previous Surveys

Portions of the project area have been previously surveyed for other projects. Tasks undertaken for the previous projects included record searches at the Northwest Information Center, Sonoma State University in Rohnert Park, and pedestrian field surveys. According to documentation found in the Draft Environmental Impact Report (DEIR) completed by Michael Brandman Associates for the California State Prison Soledad II Project in August 1992 (Technical Appendices, page J-15), no cultural resources were recorded during the course of the previous field surveys that were conducted by Archaeological Consulting Research Services, Inc. (1977), Lawrence W. Spanne (1978), and

Archaeological Consulting (Hampson and Breschini 1985). In addition, there are no buildings or structures listed on the National Register of Historic Places or on the California Register of Historical Resources.

Discussion

a-b) Cause a substantial adverse change in the significance of a historical or archeological resource as defined in § 15064.5?

Less Than Significant With Mitigation. No historical or archeological resources have been discovered within the vicinity of or on the project site. SVSP has been extensively graded and disturbed over the years by previous excavations, trenching, and development projects. In addition, according to facility personnel, the original prison site was raised approximately 8 feet with compacted fill material (Barnhart, pers. comm.). Since the project would conduct only minor excavations and would place approximately 2 feet of engineered fill (as estimated by preliminary studies) at the proposed EOP building site, there would be no impact to native soils. However, in an unlikely event that ground-disturbing activities during construction may uncover previously unknown, buried historic or archeological resources, the implementation of standard cultural resource construction mitigation, Mitigation Measure CUL-1 would ensure that this impact is less than significant.

MM CUL-1 If a potentially significant cultural or paleontological resource is encountered during subsurface earthwork activities for the proposed project, all construction activities within a 50-foot radius of the find shall cease until a qualified archaeologist or paleontologist determines whether the resource requires further study. CDCR shall require a standard inadvertent discovery clause in every construction contract to inform contractors of this requirement. Any previously undiscovered resources found during construction shall be recorded on appropriate Department of Parks and Recreation (DPR) forms and evaluated for significance in terms of CEQA criteria by a qualified archaeologist in consultation with CDCR and Office of Historic Preservation (OHP). Potentially significant cultural resources consist of but are not limited to stone, bone, glass, ceramic, wood, or shell artifacts; or features including hearths, structural remains, or historic dumpsites.

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

Less Than Significant With Mitigation. Project excavations are assumed to only impact compacted fill material, so there would be no impact to native soils or rock formations. Nonetheless, it is possible that ground-disturbing activities during construction may uncover previously unknown, buried paleontological resources. Implementation of Mitigation Measure CUL-1 would ensure

potential impacts to any inadvertently discovered paleontological or geologic resources would be less than significant.

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

Less Than Significant With Mitigation. Because of the depth of the fill material and the fact that no cultural resources or human remains have been found within SVSP, it is highly unlikely that human remains would be found at the project site. However, there is always a remote possibility that subsurface construction activities associated with the proposed project, such as trenching and grading, could potentially damage or destroy previously undiscovered human remains. Accordingly, this is a potentially significant impact. Mitigation is proposed to reduce this potentially significant impact to a less-than-significant level.

MM CUL-2 If human remains of any kind are encountered during earth-disturbing activities for the project, the Monterey County Coroner, the SVSP Warden (or Associate Warden), the CDCR Project Director, and a qualified archaeologist shall be notified. All work in the immediate vicinity or adjacent area shall stop immediately. If the remains are determined to be Native American in origin, the Native American Heritage Commission shall be notified and would identify the Most Likely Descendent (MLD), who would be consulted for recommendations for treatment of the discovered remains (CEQA Guidelines Section 15064.5; Health and Safety Code Section 7050.5; Public Resources Code Sections 5097.94 and 5097.98).

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

Environmental Setting

SVSP is located in the southern half of the Coast Ranges Geomorphic province of California. Locally, SVSP and the project site are located in the Salinas Valley, flanked by the Santa Lucia Mountains to the southwest and the Gabilan Mountains to the northeast. The 8-mile-wide Salinas Valley begins at Monterey Bay and extends inland to the southeast. The Valley floor generally consists of alluvial sediments from the surrounding mountains.

According to the National Resources Conservation Service (NRCS) Web Soil Survey, surface soils at the project site consist mostly of Chualar loam, with the exception of a small portion of the southeastern corner, which consists of Danville sandy clay loam. Chualar soils consist of well-

drained alluvial materials and are generally used for agricultural purposes. Danville soils are also well-drained, used for agricultural purposes, and generally found on alluvial fans. In addition, the original prison site was raised approximately 8 feet with compacted fill material (Barnhart, pers. comm.).

Discussion

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

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

No Impact. The Alquist-Priolo Act (Public Resources Code Sections 2621-2630) was passed in 1972 to mitigate the hazard of surface faulting to structures designed for human occupancy. Surface rupture is an actual cracking or breaking of the ground along a fault during an earthquake. Structures built over an active fault can be structurally compromised if the ground ruptures. Surface ground rupture along faults is generally limited to a linear zone a few yards wide. The Alquist-Priolo Act was created to prohibit the location of structures designed for human occupancy across the traces of active faults, thereby reducing the loss of life and property from an earthquake. The project site is not located within or near an Alquist-Priolo Earthquake Fault Zone. This precludes the occurrence of fault rupture from occurring on the project site. No impact would occur.

ii) Strong seismic ground shaking?

Less Than Significant Impact With Mitigation. Ground shaking—motion that occurs because of energy released during faulting—could result in damage or collapse of buildings and other structures, depending on the magnitude of the earthquake, the location of the epicenter, and the character and duration of the ground motion. Other factors that determine the amount of potential damage from strong seismic ground shaking are the characteristics of the underlying soil and rock, the building materials used, and the design and workmanship of the structure.

Ground motions from seismic activity can be estimated by probabilistic method at specified hazard levels. These levels are determined by projecting earthquake rates based on earthquake history and fault slip rates (CGS 2007). Ground shaking is expressed in terms of peak ground acceleration (pga) using a percentage of gravity (g) or a percentage of the earth's normal gravitational strength. The intensity of ground shaking depends on the distance from the earthquake epicenter to the site, the magnitude of the earthquake, site soil conditions, and the characteristic of the source. According to the California Building Standards Code (CBC), the proposed project is located in an area that is considered seismically active (Seismic Zone 4). This location implies a minimum horizontal

acceleration of 0.4g for use in earthquake resistant design. The nearest faults include the San Andreas Fault and Reliz Fault, located approximately 13 miles to the northwest and 3 miles to the southeast, respectively. Because of the proximity of the project site to nearby faults, severe ground shaking could occur on the project site, resulting in potentially significant impacts.

A geotechnical subsurface investigation report would be prepared prior to the approval of grading plans. The report would contain recommendations related to site preparation, earthwork, slope stability, erosion, grading practices, appropriate types of fill, structural foundations and grading practices, and special geotechnical issues onsite. Mitigation is proposed that would require recommendations from the geotechnical subsurface investigation to be incorporated, as needed, into the proposed project's site plans and construction techniques, thereby reducing impacts from potential ground shaking to less than significant.

MM GEO-1 Before the approval of grading plans for all project components, CDCR shall have a final geotechnical subsurface investigation report prepared for the proposed project. The final geotechnical engineering report would address and CDCR shall implement recommendations on the following:

- Site preparation.
- Appropriate sources and types of fill.
- Road, pavement, and parking areas.
- Structural foundations, including retaining wall design.
- Grading practices.
- Erosion/winterization.
- Special problems discovered onsite (e.g., undiscovered excavations, groundwater or expansive/unstable soils).
- Slope stability.
- Earthquake resistant design.

In compliance with the California Building Code (CBC) (California Code of Regulations, Title 24) and Appendix D of CDCR's Design Criteria Guidelines, the final geotechnical investigation shall include subsurface testing of soil and groundwater conditions and determine appropriate foundation designs. The final geotechnical investigation shall also make recommendations for earthquake-resistant design. If the geotechnical report indicates the presence of critically expansive soils or other soil problems that would lead to structural defect if not corrected, additional investigations may be required before construction activity may begin. This shall be noted on the project grading plans. Recommendations contained in the geotechnical engineering report will be noted on the grading plans and implemented as appropriate before construction activity begins. Design and construction of all new project components will be in accordance with the CBC. CDCR is responsible for providing

for engineering inspection and certification that earthwork has been performed in conformity with recommendations contained in the report.

iii) Seismic-related ground failure, including liquefaction?

Less Than Significant Impact With Mitigation. Liquefaction is a process by which water-saturated materials (including soils, sediment, and certain types of volcanic deposits) lose strength and may fail during strong ground shaking. Liquefaction occurs most frequently where unconsolidated sediments and a high water table coincide. In some cases, a complete loss of soil load-bearing capacity occurs and catastrophic ground failure may result. Factors determining the liquefaction potential are soil type, the level and duration of seismic ground motions, the type and consistency of soils, and the depth to groundwater. The Monterey County General Plan EIR's (ICF Jones & Stokes 2008) Exhibit 4.4-3 indicates that the project site is located in an area of low susceptibility to liquefaction. Furthermore, completion of the site-specific geotechnical subsurface investigation would provide site-specific conditions and recommendations to reduce the occurrence of liquefaction if such risks are present. Implementation of Mitigation Measure GEO-1 would require such recommendations to be incorporated into site design. As such, implementation of Mitigation Measure GEO-1 would reduce impacts from seismic-related ground failure to less than significant.

iv) Landslides?

No impact. Landslides include many phenomena that involve the downslope displacement and movement of material, either triggered by static (i.e., gravity) or dynamic (i.e., earthquake) forces. Steep, unstable slopes in weak soil or bedrock units typically characterize areas susceptible to landslides. Since the project site is located on flat terrain ranging from approximately 255 feet to 270 feet above msl and contains previously graded soils, the occurrence of landslides is unlikely. Accordingly, no impact would occur.

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

Less Than Significant Impact. The proposed EOP building and parking lot would cover approximately 1.59 acres, would be constructed on land that has previously been graded, and would likely require minimal additional earthmoving. Nonetheless, construction activities associated with the proposed project would involve grading and excavation activities that could expose barren soils to sources of wind or water, resulting in the potential for erosion and sedimentation on and off the project site. The National Pollution Discharge Elimination System (NPDES) stormwater permitting programs overseen by the State Water Resources Control Board (SWRCB) and by the Central Coast Regional Water Quality Board regulate stormwater quality from construction sites, which includes erosion and sedimentation. The General Permit for Discharges of Storm Water Associated with Construction Activity (General Permit, 99-08-DWQ) requires coverage and the preparation and implementation of a Stormwater Pollution Prevention Plan (SWPPP) for construction activities that

would disturb an area of one acre or more. The SWPPP must identify potential sources of erosion or sedimentation that may be reasonably expected to affect the quality of stormwater discharge as well as identify and implement Best Management Practices (BMPs) that ensure the reduction of these pollutants during stormwater discharges. Typical BMPs intended to control erosion include straw bales or wattles, sand bags, detentions basins, silt fencing, storm drain inlet protection, street sweeping, and may include monitoring of water bodies. A monitoring program may be used to ensure that BMPs are implemented according to the SWPPP and are effective at controlling discharges of stormwater-related pollutants. Compliance with the Construction General Permit, SWPPP and BMPs would ensure that potential impacts from soil erosion or loss of topsoil would be less than significant.

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

Less Than Significant Impact With Mitigation. The proposed project is located on alluvial soils that are generally regarded as a stable geologic unit. In addition, the original prison site was raised approximately 8 feet with compacted fill material (Barnhart, pers. comm.). The site-specific geotechnical investigation, which would be conducted prior to construction commencement, would indicate exact site conditions and prevalence of unstable soils. Implementation of Mitigation Measure GEO-1 would require recommendations regarding unstable soils from the geotechnical investigation to be incorporated into site design. As such, implementation of Mitigation Measure GEO-1 would reduce impacts from a geologic unit or soil that is unstable to less than significant.

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

Less Than Significant Impact With Mitigation. Expansive soils are mainly comprised of clay. According to the NRCS Web Soil Survey, the proposed project site is supported with Chualar loam and Danville sandy clay loam, which consist of 16 and 33 percent clay, respectively. Since clay is not the main component of the onsite soils, risks from expansion are expected to be low. In addition, the original prison site was raised approximately 8 feet with compacted fill material (Barnhart, pers. comm.), further decreasing the risks of expansive soils. Nonetheless, the site-specific geotechnical investigation, which would be conducted prior to construction commencement, would indicate exact site conditions and prevalence of expansive soils. Implementation of Mitigation Measure GEO-1 would require recommendations regarding expansive soils from the geotechnical investigation to be incorporated into site design. As such, implementation of Mitigation Measure GEO-1 would reduce impacts from expansive soils to less than significant.

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

No Impact. The proposed project does not include the installation or use of septic tanks or alternative wastewater disposal systems. Wastewater from the project would be directed to the existing wastewater disposal system, which conveys effluent off site. As such, no impact to soils or wastewater disposal would occur.

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
3.7 - Greenhouse Gas Emissions				
<i>Would the project:</i>				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Environmental Setting

Climate change is a change in the average weather of the earth that is measured by alterations in wind patterns, storms, precipitation, and temperature. These changes are assessed using historical records of temperature changes that have occurred in the past, such as during previous ice ages. Many of the concerns regarding climate change use this data to extrapolate a level of statistical significance specifically focusing on temperature records from the last 150 years (the Industrial Age) that differ from previous climate changes in rate and magnitude.

Gases that trap heat in the atmosphere are greenhouse gases. The effect is analogous to the way a greenhouse retains heat. Common greenhouse gases include water vapor, carbon dioxide, methane, nitrous oxides, chlorofluorocarbons, hydrofluorocarbons, perfluorocarbons, sulfur hexafluoride, ozone, and aerosols. Natural processes and human activities emit greenhouse gases. The presence of greenhouse gases in the atmosphere affects the earth's temperature. However, it is believed that emissions from human activities, such as electricity production and vehicle use, have elevated the concentration of these gases in the atmosphere beyond the level of naturally occurring concentrations.

Massachusetts v. EPA (Supreme Court Case 05-1120) was argued before the United States Supreme Court on November 29, 2006, in which it was petitioned that EPA regulate four greenhouse gases, including carbon dioxide, under Section 202(a)(1) of the Clean Air Act. A decision was made on April 2, 2007, in which the Supreme Court held that petitioners have standing to challenge the EPA and that the EPA has statutory authority to regulate emissions of greenhouse gases from new motor vehicles (549 U.S. 497).

On December 7, 2009, the EPA Administrator signed two distinct findings regarding greenhouse gases under section 202(a) of the Clean Air Act: 1) Current and projected concentrations of the six key well-mixed greenhouse gases—carbon dioxide, methane, nitrous oxide, hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride—in the atmosphere threaten the public health and welfare of current and future generations. 2) The combined emissions of these well-mixed greenhouse gases

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from new motor vehicles and new motor vehicle engines contribute to the greenhouse gas pollution, which threatens public health and welfare.

There have been significant legislative and regulatory activities that directly and indirectly affect climate change and greenhouse gases in California. The primary climate change legislation in California is AB 32, the California Global Warming Solutions Act of 2006. AB 32 requires that greenhouse gases emitted in California be reduced to 1990 levels by the year 2020. "Greenhouse gases" as defined under AB 32 include carbon dioxide, methane, nitrous oxide, hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride. The California ARB is the State agency charged with monitoring and regulating sources of emissions of greenhouse gases that cause global warming in order to reduce emissions of greenhouse gases.

The ARB Governing Board approved the 1990 greenhouse gas emissions level of 427 million metric tons of CO₂ equivalent (MMTCO₂e) on December 6, 2007. Therefore, in 2020, annual emissions in California are required to be at or below 427 MMTCO₂e.

The ARB Governing Board approved the Climate Change Scoping Plan (Scoping Plan) in December 2008. The Scoping Plan "proposes a comprehensive set of actions designed to reduce overall greenhouse gas emissions in California, improve our environment, reduce our dependence on oil, diversify our energy sources, save energy, create new jobs, and enhance public health" (ARB 2008). The measures in the Scoping Plan would be developed over the next 2 years through rule development at the ARB and other agencies, and are expected to be in place by 2012.

Emissions Inventories and Trends

California is the second largest contributor in the U.S. of greenhouse gases and the sixteenth largest in the world (CEC 2006). In 2004, California produced 500 million metric tons of carbon dioxide equivalents (MMTCO₂e) (CEC 2007), including imported electricity and excluding combustion of international fuels and carbon sinks or storage. The major source of greenhouse gases in California is transportation, contributing 41 percent of the State's total emissions (CEC 2006). Electricity generation (both in and out of state) is the second largest source, contributing 22 percent of the State's greenhouse gas emissions (CEC 2006).

Potential Environmental Effects

For California, climate change in the form of warming has the potential to incur/exacerbate the following environmental impacts (Moser et al. 2009):

- Reduced precipitation;
- Changes to precipitation and runoff patterns;
- Reduced snowfall (precipitation occurring as rain instead of snow);
- Earlier snowmelt;
- Decreased snowpack;
- Increased agricultural demand for water;
- Intrusion of seawater into coastal aquifers;
- Increased agricultural growing season;
- Increased growth rates of weeds, insect pests, and pathogens;
- Inundation of low-lying coastal areas by sea level rise;
- Increased incidents and severity of wildfire events; and
- Expansion of the range and increased frequency of pest outbreaks.

Cooling of the climate may have the opposite or different effects. Although certain environmental effects are widely accepted to be a potential hazard to certain locations, such as rising sea level for low-laying coastal areas, it is currently infeasible to predict all environmental effects of climate change on any one location.

Discussion

a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

Less Than Significant Impact.

Project Emissions Inventory

The proposed project may contribute to climate change impacts through its emissions of greenhouse gases. The proposed project would generate a variety of greenhouse gases during construction and operation, including several defined by AB 32, such as carbon dioxide, methane, and nitrous oxide.

The proposed project may also emit greenhouse gases that are not defined by AB 32. For example, the proposed project may generate aerosols from diesel particulate matter exhaust. Aerosols are short-lived, as they remain in the atmosphere for about one week. Black carbon is a component of aerosol. Some studies have indicated that black carbon has a high global warming potential; however, the Inter Governmental Panel on Climate Change states that these findings have a low level of scientific certainty (IPCC 2007). Water vapor could be emitted from evaporated water used for landscaping, but this is not a significant impact because water vapor concentrations in the upper atmosphere are primarily due to climate feedbacks rather than emissions from project-related activities. The proposed project would emit nitrogen oxides and volatile organic compounds, which are ozone precursors. Ozone is a greenhouse gas; however, unlike the other greenhouse gases, ozone in the troposphere is relatively short-lived and is being reduced in the troposphere on a daily basis.

Certain greenhouse gases defined by AB 32 would not be emitted by the proposed project. Perfluorocarbons and sulfur hexafluoride are typically used in industrial applications, none of which

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would be used by the proposed project. Therefore, it is not anticipated that the proposed project would emit perfluorocarbons and sulfur hexafluoride.

The project would emit greenhouse gases during construction of the project from combustion of fuels in worker vehicles accessing the site as well as from construction equipment. An upstream emission source (also known as life cycle emissions) refers to emissions that were generated during the manufacture of products to be used for construction of the proposed project. Upstream emission sources for the proposed project include but are not limited to the emissions from the manufacture of cement.

The upstream emissions were not estimated because they are not within the control of the proposed project and to do so would be speculative. Additionally, the California Air Pollution Control Officers Association's White Paper on CEQA and Climate Change supports this conclusion by stating, "The full life-cycle of GHG [greenhouse gas] emissions from construction activities is not accounted for ... and the information needed to characterize [life-cycle emissions] would be speculative at the CEQA analysis level" (CAPCOA 2008). Therefore, pursuant to CEQA Guidelines Sections 15144 and 15145, upstream /life cycle emissions are speculative and no further discussion is necessary.

Greenhouse gasses were estimated for construction as part of the URBEMIS modeling as described in Section 3.3, Air Quality, of this IS/MND. Construction of the proposed project is projected to emit approximately 133.47 metric tons of carbon dioxide equivalent (MTCO_{2e}).

Greenhouse gas emissions during project operation would result from natural gas consumption, motor vehicles, and air conditioning units. Indirect emissions would be generated from electricity generation, and water treatment and transport. An array of photovoltaic panels would be constructed on the EOP building's roof to reduce the building's energy use. However, the exact number of panels and potential energy savings is unknown at this time and has not been included in this analysis to provide a conservative estimate.

An inventory of operational greenhouse gas emissions for the proposed project is presented below. Project operations are calculated to generate approximately 316 metric tons of carbon dioxide equivalents (MTCO_{2e}) per year after full buildout and are provided in Table 5.

Table 5: Operational Greenhouse Gas Emissions

Source	Emissions (tons per year)			MTCO _{2e} per year
	Carbon Dioxide	Nitrous Oxide	Methane	
Motor Vehicles	90	0.005	0.009	83
Natural Gas	40	0.000	0.014	37
Indirect Electricity	148	0.002	0.006	135

Table 5 (cont.): Operational Greenhouse Gas Emissions

Source	Emissions (tons per year)			MTCO _{2e} per year
	Carbon Dioxide	Nitrous Oxide	Methane	
Water Treatment and Transport	18	0.000	0.001	17
Waste	*	*	*	19
Refrigerants	0	0.000	0.000	25
Total	296	0.007	0.030	316

Notes:
 MTCO_{2e} = metric tons of carbon dioxide equivalent, converted from tons per year by multiplying by the global warming potential of the gas and by 0.9072. Global warming potentials: carbon dioxide 1, nitrous oxide 310, and methane 21
 The carbon dioxide emissions for motor vehicles were estimated using URBEMIS2007; the other emissions were estimated by methodology shown in the spreadsheets attached as Appendix A. The year assumed for these emissions is 2014.
 * Waste emissions were generated using the EPA WARM model and are not available for the different species; please refer to total MTCO_{2e} per year.
 Source: Michael Brandman Associates 2010, Appendix A.

Significance Determination

Climate change can affect sea level rise, snow pack, wildfires, and other issues, and is a dynamic, worldwide concern. The minimal operational emissions resulting from the proposed project reflect the very low levels of vehicle activity and area emissions associated with the proposed project. Area emissions are expected to be generated by natural gas consumption. In addition, emissions from construction and operation of the facility (including emissions from traffic) are minimal and within limits established by applicable air quality attainment plans, as shown in Section 3.3, Air Quality, Discussion a).

Governor Schwarzenegger signed Executive Order S-20-04, which commits California to reduce electricity usage from State buildings. In addition to multiple sustainability measures, the order includes the following:

That state agencies, departments, and other entities under the direct executive authority of the Governor cooperate in taking measures to reduce grid-based energy purchases for state-owned buildings by 20% by 2015, through cost-effective efficiency measures and distributed generation technologies; these measures should include but not be limited to:

- 2.1. Designing, constructing and operating all new and renovated state-owned facilities paid for with state funds as “LEED Silver” or higher certified buildings;. . .

In accordance with S-20-04, the proposed project would have the goal to meet and obtain the U.S. Green Building Council’s LEED Certification for New Construction, assuring minimal energy use

and therefore further minimizing emissions from operations. Given the minimal greenhouse gas emissions associated with the proposed project and the design elements to reduce emissions, the proposed project would not considerably contribute to greenhouse gas emissions and would therefore not significantly contribute to climate change. Pursuant to Governor Arnold Schwarzenegger's Energy Action Plan the goal for this project will be to meet a minimum Silver Certificate level in accordance with LEED.

b) Conflict with any applicable plan, policy or regulation of an agency adopted for reducing the emissions of greenhouse gases?

Less Than Significant Impact. The City of Soledad, the County of Monterey, the CDCR, or the MBUAPCD have not adopted plans, policies, or regulations for reducing greenhouse gas emissions. The County of Monterey is in the process of drafting a Greenhouse Gas Reduction Plan. However, adoption of the Greenhouse Gas Reduction Plan is not expected in the near future. The Monterey County's Draft General Plan Conservation and Open Space Element contains policy 10.10, which is applicable to future development within Community Areas and Rural Centers; however, the proposed project is not located in those areas, so it does not apply. Therefore, the applicable adopted regulation is AB 32, and the applicable plan is the Scoping Plan adopted by ARB.

The Scoping Plan states that "The 2020 goal was established to be an aggressive, but achievable, mid-term target, and the 2050 greenhouse gas emissions reduction goal represents the level scientists believe is necessary to reach levels that would stabilize climate" (ARB 2008, page 4). The 2050 goal is in Executive Order S-3-05. The year 2020 greenhouse gas emission reduction goal of AB 32 corresponds with the mid-term target established by S-3-05, which aims to reduce California's fair-share contribution of greenhouse gases in 2050 to levels that would stabilize the climate.

Construction of the proposed project is estimated to generate greenhouse gases. However, AB 32 requires that greenhouse gas emissions generated in California in year 2020 be equal to or less than California's statewide inventory from 1990. Construction emissions would occur before the year 2020, so the proposed project's construction would not contribute to year 2020 emissions. Therefore, construction emissions would not conflict with the AB 32 Scoping Plan.

As noted in the Scoping Plan, the projected total business-as-usual emissions for California in the year 2020 (estimated as 596 MMTCO₂e) must be reduced approximately 30 percent to achieve the ARB's approved 2020 emission target of 427 MMTCO₂e. The Scoping Plan identifies recommended measures for multiple greenhouse gas emission sectors and the associated emission reductions needed to achieve the year 2020 emissions target—each sector has a different emission reduction target. Most of the measures target the transportation and electricity sectors. As stated in the Scoping Plan, the key elements of the strategy for achieving the 2020 greenhouse gas target include:

- Expanding and strengthening existing energy efficiency programs as well as building and appliance standards;
- Achieving a statewide renewable energy mix of 33 percent;
- Developing a California cap-and-trade program that links with other Western Climate Initiative partner programs to create a regional market system;
- Establishing targets for transportation-related greenhouse gas emissions for regions throughout California and pursuing policies and incentives to achieve those targets;
- Adopting and implementing measures pursuant to existing State laws and policies, including California's clean car standards, goods movement measures, and the Low Carbon Fuel Standard; and
- Creating targeted fees, including a public goods charge on water use, fees on high global warming potential gases, and a fee to fund the administrative costs of the State's long-term commitment to AB 32 implementation.

The project area is currently in use as a prison facility. As an institutional facility (rather than a residential, energy sector, or commercial facility), the majority of the Scoping Plan's recommended measures do not apply. The Scoping Plan's recommended measures mainly target reductions in the transportation and electricity sectors. Implementation of certain Scoping Plan measures may obliquely affect the project, such as the low carbon fuel standard and enactment of the Pavley standards, as part of AB 1493. California Assembly Bill 1493 (Pavley), required the ARB to develop and adopt regulations that reduce greenhouse gases emitted by passenger vehicles and light duty trucks. The only measures directly applicable to the proposed project are energy efficiency and water use efficiency. Consistent with the Scoping Plan, voluntary efficiency and green building targets beyond mandatory codes are a key energy efficiency strategy for the proposed project. In addition, water system and water use efficiency and conservation are key strategies.

In accordance with S-20-04, the proposed project would incorporate energy efficiency through water efficiency, recycling, and source reduction measures currently used by the SVSP facilities. In addition, the proposed project would be designed with the goal to obtain LEED certification for new construction, assuring minimal energy use, further minimizing direct and indirect greenhouse gas emissions from project operations. In addition, the SVSP facility recycles paper, plastic, metal, wood pallets, concrete, and rendering grease. In May 2010, SVSP recycled 48 tons of materials and composted 0.75 tons of materials. The SVSP facilities reduce the consumption of new materials through source reduction measures, such as using reusable cups and trays, use of electronic forms, and double-sided copies. Source reduction measures are estimated to have avoided consumption of 316 tons of materials between July 2008 and April 2009.

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The CDCR is also a member of the Cool Planet Project and the Climate Registry. The CDCR operates two solar power fields, one at Ironwood and another at Chuckawalla Valley State prison. Six more solar power plants are slated for construction. The CDCR also has a variety of best management practices for water management and conservation for the prisons, including items such as eliminating nonessential water use, modifying practices for water efficient landscaping, and leak detection and repair in buildings.

The proposed project would not conflict with any applicable plan, policy or regulation of an agency adopted for reducing the emissions of greenhouse gases for the following reasons:

- The project would generate low levels of greenhouse gases at project buildout (see Impact a), above).
- The project would continue the water efficiency, recycling, and source reduction measures enacted by the SVSP facility.
- The goal of the project would be to meet LEED Silver Certification for New Construction.

Accordingly, GHG impacts from the proposed project would be less than significant.

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

Environmental Setting

The proposed project site was used for agricultural purposes until 1994, when the lands were initially disturbed during the construction of the existing prison facilities. The proposed project site would be located within the existing 950-acre parcel, on approximately 1.59 acres of previously disturbed lands (Exhibit 3). The SVSP is designated “Public Facilities” under the City of Soledad General Plan (2005). An environmental assessment was prepared in November of 2006 that included an EDR

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Radius Map with GeoCheck, which concluded that there are no mapped hazardous sites within the project area. Furthermore, the report indicated that there are no hazardous sites within a 1.0-mile radius of the project site. A visual inspection of the project area for hazardous materials was conducted on May 13, 2009 by a qualified environmental professional, and did not reveal any potential hazards. A portion of the following discussion is based on the findings during that inspection as well as conversations with SVSP personnel.

The proposed project would involve some demolition activity prior to the construction of the EOP building and would comply with MBUAPCD Rule 439 (Building Removals). If there were asbestos-containing materials (ACM) to be removed from the structures, the removal would be subject to MBUAPCD Rule 424 (National Emission Standards for Hazardous Air Pollutants). However, because the use of asbestos in building materials was phased out by 1980 and the onsite structures were constructed in 1994, it is unlikely that ACM would be present,

A computerized database search of various agency lists was conducted for the project site and surrounding area to identify potential hazardous contamination sites. SVSP is permitted by Monterey County to operate underground storage tanks on site. In addition, the County has designated the facility as a hazardous waste generator and has approved a hazardous materials business plan. SVSP is not listed as a Resource Conservation and Recovery Act (RCRA) generator of hazardous wastes, according to the EPA Environfacts database (EPA 2009). Furthermore, the project site is not listed on the California Department of Toxic Substances Control (DTSC) Hazardous Waste and Substances List (DTSC 2009) or the EPA's Superfund National Priorities List (EPA 2009).

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

Less Than Significant Impact. Construction and operation of the proposed project would involve the routine transport and handling of hazardous substances such as diesel fuels, lubricants, solvents, asphalt, and hospital supplies. Handling and transport of these materials could result in the exposure of workers to hazardous materials. However, the proposed project would not create a significant hazard to the public or the environment because project construction and operation would comply with applicable federal, State, and local laws pertaining to the safe handling and transport of hazardous materials, including California Division of Occupational Safety and Health (Cal OSHA) requirements. For example, the California Hazardous Materials Release Response Plans and Inventory Law of 1985 (Business Plan Act) requires preparation of Hazardous Materials Business Plans and disclosure of hazardous materials inventories. The proposed project would be in accordance with SVSP's County approved Hazardous Materials Business Plan that includes an inventory of hazardous materials handled, facility floor plans showing where hazardous materials are stored, an emergency response plan, and provisions for employee training in safety and emergency response procedures (California Health and Safety Code, Division 20, Chapter 6.95, Article 1). In

addition, Cal OSHA's regulations for the use of hazardous materials in the workplace, as detailed in CCR Title 8, include requirements for safety training, availability of safety equipment, accidents and illness prevention programs, hazardous substance exposure warnings, and the emergency action and fire prevention plan preparation. Cal OSHA enforces hazard communication program regulations that contain training and information requirements, including procedures for identifying and labeling hazardous substances, communicating hazard information related to hazardous substances and their handling, and preparation of health and safety plans to protect workers and employees at hazardous waste sites. The hazard communication program requires that Material Safety Data Sheets (MSDs) be available to employees and that employee information and training programs are documented. Therefore, this impact would be considered less than significant.

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

Less Than Significant Impact. As discussed above, the proposed project would involve the minor transport and use of hazardous materials, including diesel fuel and other motor lubricants used during construction and operation. The use of these substances is not expected to create a significant hazard to the public or the environment through reasonably foreseeable upset or accident and is therefore less than significant.

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

No Impact. No schools are located within 0.25 mile of the proposed project site. The closest school is Pinnacles High School, approximately 1.0 mile away from the project site. Based on the distance from the closest school and the proposed project components, no impacts would occur related to emissions or handling of hazardous materials close to schools.

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

No Impact. SVSP is not listed as an RCRA generator of hazardous wastes according to the EPA's Environfacts database (EPA 2009). In addition, the SVSP is not listed on the DTSC's Hazardous Waste and Substances List (DTSC 2009) or the EPA's Superfund National Priorities List (EPA 2009).

Pursuant to the CEQA, DTSC maintains a Hazardous Waste and Substances Sites List (Cortese List, Government Code Section 65962.5). As part of the Cortese list, DTSC also tracks "Calsites"—mitigation or Brownfield sites that are subject to Annual Workplans and/or are listed as Backlog sites, confirmed release sites that are not currently being worked on by DTSC. Before placing a site in the

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backlog, DTSC ensures that all necessary actions have been taken to protect the public and environment from any immediate hazard posed by the site. There are currently no sites listed on the DTSC Cortese list in the City of Soledad or any area surrounding the project site; therefore, no impact would occur.

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

No Impact. The Monterey County Airport Land Use Commission (ALUC) is a seven-member commission created under the authority of California State Aeronautics Act (Public Utility Code Section 21670). The primary purpose of the commission is to ensure that new land uses around public use airports do not create excessive noise and safety hazards for the public. Development proposals near local airports are referred to the ALUC by governing jurisdictions (in this case, the City of Soledad). The nearest public airport to the proposed project is the Salinas Airport, located approximately 23 miles away. The Salinas Airport does not have an adopted Airport Land Use Compatibility Plan and because of the distance from the project site, no safety hazards to people working at the project site would occur; therefore, no impacts would occur.

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

No Impact. The project site is not located within the vicinity of an FAA-approved landing facility; therefore, no safety hazards exist for people residing or working in the project area, and no impacts would occur.

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

No Impact. The SVSP has an Emergency Preparedness Plan tailored to the specific site needs of the institution, in compliance with the California Emergency Services Act of 1970. The plan specifies measures to be implemented within the facility during certain types of emergencies, such as fire, flood, earthquake, war, and civil disturbance. Employees are trained in the use of emergency equipment and medical aid for these situations. Furthermore, in discussions with SVSP facility personnel it has been determined that the Emergency Preparedness Plan does not need to be amended and is adequate to cover the proposed project and associated inmates, staff, and visitors. The proposed project would operate under the terms of the facility's existing Emergency Preparedness Plan. Therefore, implementation of the proposed project would not physically interfere with or impair implementation of the emergency response plan.

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

No Impact. The proposed project would not expose people or structures to a significant risk of loss, injury, or death involving wildland fires, because there are no wildlands surrounding the project site. The site currently consists of existing prison facilities and supporting structures. Undeveloped portions of the project site consist of ruderal lands, developed areas, and maintained landscaping. Surrounding land uses consist of irrigated row crops as well as rural residences. The project site is not located within or adjacent to a State Responsibility Area (SRA) managed by the California Department of Forestry (CDF); therefore, the site is not ranked by the CDF. The project site, following construction, would consist primarily of concrete structures and paving materials, which are not associated with the generation or spread of wildland fire. According to the California Fire Alliance's Fire Planning and Mapping Tools database, the project is in an area dominated by fuels classified as "low" in terms of wildland fire risk (USGS 2009). In summary, no impacts would occur.

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

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Climate

Temperatures in the vicinity of the project site range from July highs of 82.7°F to January lows of 34.5°F. Average annual precipitation is 9.6 inches and falls as rain primarily during the months of December through March (WRCC 2009).

Regional Hydrology

The project site is located in the Soledad hydrologic area within the Salinas hydrologic unit (CWP 2009). The Salinas River is approximately 2.5 miles northwest of the project site and flows northwest towards Monterey Bay from its origin in San Luis Obispo County. The Salinas River watershed drains approximately 4,600 square miles of Monterey and San Luis Obispo counties. Nitrate contamination from fertilizers and pesticides used in agricultural operations has been detected at high levels in surface water in the Salinas River watershed (RWQCBCC 2002). Other pollutants of concern include heavy metals and sedimentation.

In addition, the watershed has several impaired water bodies listed on EPA's 303(d) list (mercury in the upper Salinas River watershed, pesticides and nutrients in the lower Salinas watershed, and erosion and sedimentation throughout). Total Maximum Daily Loads (TMDLs) are scheduled for all 303(d) listed water bodies (RWQCBCC 2002).

Groundwater

The proposed project is located within the Forebay Aquifer of the Salinas Valley groundwater basin (Basin). Over-pumping of groundwater for irrigation purposes has caused seawater to intrude nearly 6 miles inland to the Castroville area (RWQCBCC 2002). High levels of nitrates have also been found in groundwater throughout the Basin, including at SVSP. Sources of contamination include fertilizer applications on permeable soils, fertilizer hookups on well pump discharge lines lacking backflow prevention devices, high nitrate tailwater discharges from greenhouse operations, and nitrogenous wastes from surrounding concentrations of livestock and poultry. As discussed in Section 3.17, Public Utilities, SVSP utilizes a Reverse Osmosis (RO) filtration system to decrease the total dissolved solids and to remove nitrates from SVSP's groundwater supply.

The Basin is currently in a state of overdraft, a condition in which more water is removed from the basin than is replaced. However, the Monterey County Water Resources Agency (MCWRA) has been collaborating with stakeholders to develop the Salinas Valley Water Project (SVWP) to bring the basin back into balance. The SVWP was completed in April 2010 and is intended to provide for long-term management and protection of groundwater resources by stopping seawater intrusion, providing adequate water supplies to meet current and future demands up to the year 2030, and by providing surface water supply necessary to balance the overdrafted basin. SVSP is currently paying fair share cost fees to support the SVWP, and MCWRA would require these fees to be updated to reflect the demands of the proposed project.

Existing Onsite Drainage and Hydrology

The elevation of the project site ranges from 170 to 360 feet above msl. In general, the project site is relatively flat, with slopes ranging from one to two percent. The site is part of a watershed that drains the foothills of the Gabilan Range and the valley floor to the Salinas River. Stormwater drains from north-northeast to south-southwest, and runoff is either collected through drainage inlets and culverts or in unlined drainage ditches along the roads and diverted in a southwesterly direction to SVSP's stormwater detention basin (refer to Exhibit 2). The water collected in the detention basin is stored and used for irrigation of the surrounding agricultural area. There are no creeks or streams flowing through the project site.

Flood Mapping

According to the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map for the site (Community Panel Number 0601950250 D), the proposed project would not be within the 100- or 500-year floodplains.

Discussion

a) Violate any water quality standards or waste discharge requirements?

Less Than Significant Impact. Without implementation of a SWPPP, short-term impacts to water quality standards might occur during project construction due to demolition, grading and fill of the site and because of grading and construction activities might potentially allow stormwater to carry sediment and small quantities of pollutants into the stormwater system and local waterways. Control measures, such as perimeter protection (fiber rolls, silt fencing), and drainage inlet protection would be utilized to protect water quality.

The NPDES stormwater permitting programs, including the General NPDES Permit for Discharges of Storm Water Associated with Construction Activity (General Permit, 2009-0009-DWQ), regulate stormwater quality from construction sites greater than one acre in size. Under the Construction General NPDES Permit, the proposed project would be required to prepare and implement a SWPPP that must identify potential sources of pollution that may be reasonably expected to affect the quality of stormwater discharges as well as identify and implement BMPs that ensure the reduction of these pollutants during stormwater discharges.

CDCR's construction contractor would prepare a grading and erosion control plan, and a SWPPP that would be consistent with the SVSP facility's coverage under the General Construction NPDES Permit. Implementation of these plans would ensure that water quality standards and waste discharge requirements are met.

Furthermore, CDCR would contract with a registered civil engineer to design and implement a post-construction drainage plan that would be designed to safely retain, detain, and or convey stormwater runoff. The plan would describe existing and proposed runoff characteristics and any onsite upgrades

or improvements necessary to prevent flooding on the project site, or on adjacent or downstream properties.

The plan may include, but is not limited to:

- Bioswales and landscaped areas that promote percolation of runoff.
- Roof drains that discharge to landscaped areas.
- Stenciling on storm drains.
- Curb cuts in parking areas to allow runoff to enter landscaped areas.
- Rock-lined areas along landscaped areas in parking lots.
- Catch basins.
- Regular sweeping of parking areas and cleaning of storm drainage facilities.

In summary, implementation of the NPDES permit requirements and creation and implementation of a drainage plan by a registered civil engineer would ensure that the proposed project would not violate any water quality standards or waste discharge requirements. As such, impacts would be less than significant.

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

Less Than Significant Impact With Mitigation. The SVSP obtains water from two onsite wells that draw water from the Salinas Valley Groundwater Basin. No additional wells would be drilled as part of the proposed project. The proposed project is expected to increase potable water demand by 10,566 gallons per day (27,171 sq ft multiplied by 0.39 gallons per day per sq ft). With the current average demand of nearly 501,700 gallons of water per day at SVSP, the projected demands of the project represent an estimated 2 percent increase in total groundwater demand.

The Salinas Valley Groundwater Basin is currently in a condition of overdraft; however, as previously stated, the Salinas Valley Water Project (SVWP) by MCWRA is expected to alleviate seawater intrusion resulting from basin overdraft and provide an adequate water supply for current and future needs. The SVWP was completed in April of 2010 and is presently operating. The major components of the SVWP included modifications to the Nacimiento Dam Spillway to control water releases, re-operation of the San Antonio and Nacimiento Dams and construction of the Salinas River Diversion Facility. The Diversion Facility, situated on the Salinas River about five miles from the ocean, includes an inflatable rubber dam and pump station to withdraw river water as needed and a pipeline to a recycled water storage pond. The river water is combined with recycled water for farmland irrigation in an area where recycled water is already being treated and used. Adding the

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river water will further reduce pumping from groundwater wells that draw from the basin, helping to restore its water balance and allowing the basin to recharge itself. The SVSP is located in Benefit Zone 2C, which has been identified as land that receives special benefits from the proposed SVWP, specifically the Nacimiento and San Antonio reservoirs' re-operation. By increasing the capacity of the spillway and re-operation of the reservoirs, more water can be stored and used to supplement and/or replace existing groundwater use through a surface diversion and/or groundwater recharge (RMC 2007). Under existing conditions with the SVWP in place, groundwater recharge is expected to increase by approximately 2,500 acre-feet-annually (RMC 2007). SVSP is currently paying fair-share fees to MCWRA for the construction of the SVWP project, however, mitigation is included below which would require that fees be reassessed in order to account for the additional water demands of the proposed project.

While impervious surfaces would be increased by approximately 1.59 acres, stormwater collected at SVSP is allowed to percolate back into the groundwater basin through unlined drainage basins and through irrigation of nearby farmland. The proposed project's stormwater infrastructure would be integrated into the existing infrastructure. As such, the proposed project would not substantially interfere with groundwater recharge.

Water conservation measures, such as low-flow toilets and faucets would be incorporated into the proposed project. Due to the small size (i.e., minimal number of bathrooms) and type of the proposed project (i.e., no inmate beds), no other water conservation measures are anticipated.

In summary, the SVWP is expected to bring the groundwater basin back into balance and the proposed project includes appropriate water conservation measures. Mitigation is included, requiring reassessment of current fees related to water use, which will contribute toward water conservation projects such as the SVWP. As such, the minor increase in groundwater used by the proposed project would not substantially deplete groundwater supplies or lower local groundwater table levels. Impacts would be less than significant.

MM HYD-1 Prior to operation of the proposed project, CDCR shall cooperate with the Monterey County Water Resources Agency (MCWRA) in recalculating SVSP's benefit assessment for the Salinas Valley Water Project (SVWP) to reflect the projected two percent increase in additional water demand. The fair share water fees will be utilized towards the implementation of the Salinas Valley Water Project (SVWP).

c-e) Substantially alter the existing drainage pattern of an area, including through the alteration of the course of a stream or river, in a manner which would result in substantial on- or off-site erosion, siltation, or flooding – or create or contribute to runoff water which would exceed the capacity of existing of planned stormwater drainage systems or provide substantial additional sources of polluted runoff?

Less Than Significant Impact. Currently, approximately 36 acres of SVSP consist of impervious areas (roads, buildings, paved areas). The proposed project components would increase impervious surface coverage on SVSP by 1.59 acre, or approximately four percent, and would tie into the existing stormwater drainage facilities. According to preliminary drainage calculations prepared by a qualified civil engineer (Lusk, pers. comm.), the increase in impervious surface area would be negligible relative to the existing facility, and the existing stormwater catch basin would be sufficient to handle runoff from the proposed project. Additionally, as discussed under Discussion a), implementation of a SWPPP and a finalized engineered drainage plan would ensure that stormwater would be directed to existing facilities, thereby inhibiting any erosion or siltation from occurring on- or offsite. As such, impacts would be less than significant.

f) Otherwise substantially degrade water quality?

Less Than Significant Impact. Based on the discussion provided regarding the preceding Hydrology/Water Quality checklist questions a) through e), the project does not include any actions that are expected to substantially degrade water quality, and a less than significant impact would occur.

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

No Impact. According to the FEMA Flood Insurance Rate Map entitled Community Parcel Number 0601950250 D, the proposed project is not located within a 100-year flood hazard area and, therefore, would not situate housing or structures in such a way that flood flows would be impeded or redirected. No impacts would occur.

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

No Impact. The proposed project is not located in an area subject to inundation because of dam or levee failure. No impacts would occur.

j) Inundation by seiche, tsunami, or mudflow?

No Impact. No water bodies capable of producing a seiche are located on or near the project site. The project site is located more than 28 miles inland from the Pacific Ocean. Furthermore, the project site is located in an area of relatively little topographical relief. As such, site conditions preclude the inundation by seiche, tsunami, or mudflow, and no impact would occur.

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Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
3.10 - Land Use/Planning				
<i>Would the project:</i>				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with any applicable habitat conservation plan or natural community's conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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This section describes the existing land use and potential effects from project implementation on the site and its surrounding area. As a State agency, the CDCR is generally exempt from local plans, policies, and regulations but does consider them for purposes of complying with federal or State law.

Site and Vicinity Setting

The project site is located on existing SVSP grounds, which are located northeast of US 101 and surrounded by agricultural land uses and scattered rural residential development. While SVSP has been incorporated into the City of Soledad, the facility is located in an area that is discontinuous from the city limits. The downtown core of Soledad is approximately 3 miles to the southeast. The City of Gonzales is approximately 3 miles to the north.

Discussion

a) Physically divide an established community?

No Impact. The proposed project would not physically divide an established community. The SVSP was established in 1996 and is surrounded by existing agricultural lands and related agricultural support facilities. The proposed project site would be located on the existing prison grounds, within the boundaries of the existing SVSP facility perimeter. Thus, the project would not physically divide an established community and no impact would occur.

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

No Impact. The project site is designated “Public Facility” by the City of Soledad General Plan. Construction of the EOP building and parking expansion would occur within the existing SVSP property; remains consistent with the General Plan land use designation and zoning classification for SVSP; and would not conflict with any adopted environmental plans, policies, or goals. Further, as a State project, CDCR is exempt from local general plan and zoning restrictions. As such, no impact would occur.

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

No Impact. CDCR has an incidental take permit pursuant to Section 10(a)(1)(B) of the federal Endangered Species Act (ESA; 16 U.S.C. 1531, et seq.) and an incidental take permit pursuant to Sec. 2081(b) of the California Endangered Species Act (CESA; Fish and Game Code, Article 4, Sec. 2080, et seq.) to operate its lethal electrified fence program, which includes the lethal electrified fence at SVSP. Impacts to wildlife from the existing lethal electrified fence are mitigated through a Habitat Conservation Plan (HCP) for the Statewide Electrified Fence Project (1999). The proposed project would not involve impacts or modification to the existing lethal electrified fence, so the proposed project would not conflict with the HCP. The proposed project site is not within the boundaries of any other applicable habitat conservation plan or natural community conservation plans. As such, no impact would occur.

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Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
3.11 - Mineral Resources <i>Would the project:</i>				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Environmental Setting

The proposed project is located within the City of Soledad, but regional mineral resources are listed in both the 1998 Monterey County General Plan and Central Salinas Valley Area Plan. These plans indicate that mineral extraction sites consist of oil near San Ardo, Greenfield, and King City; dolomite near Natividad; limestone near Pico Blanco; and sand and gravel throughout the County.

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

No Impact. The primary mineral commodities currently mined in Monterey County are sand, gravel, and petroleum. According to the Monterey County General Plan Draft Environmental Impact Report, the project site is located within mineral resource zone 1 (MRZ-1), which is defined as an area where adequate information indicates that no significant mineral deposits are present, or where it is judged that little likelihood exists for their presence. As such, because the SVSP does not contain a source of economically valued mineral deposits, project implementation would not result in a significant loss of mineral resources. Therefore, no impacts would occur.

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

No Impact. No proposed, existing, or abandoned mines exist on the project site or immediate vicinity. The Monterey County General Plan and the Soledad General Plan, as well as the Central Salinas Valley Area Plan, do not indicate that mineral resources are present onsite. Accordingly, no impacts would occur.

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
3.12 - Noise				
<i>Would the project result in:</i>				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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A variety of noise sources exist throughout the city of Soledad and SVSP area. Mobile noise sources that produce a major effect on the ambient noise environment include automobile traffic, aircraft over flights, train movements, and daily activities at SVSP. The primary noise source in the project area is automotive traffic along the streets and highway network; the closest major noise source to SVSP is US 101.

Decibels are the unit of measurement for sound pressure expressed on a logarithmic scale otherwise expressed in dBA. Likewise, L_{dn} is the Day/Night Average Sound Level of the decibel noise measurements. According to the City of Soledad General Plan EIR, traffic on US 101 is by far the loudest noise source in the city. Sensitive land uses within 350 feet of the centerline from the roadway are exposed to noise levels between 70 and 75 dBA, well in excess of accepted standards. In addition, SVSP currently operates a facility-wide public address (PA) and alarm system. The PA/alarm system is volume-controlled and is utilized approximately 15 times per day for alarms and approximately 35 times per day for public addresses at a maximum of 86 dBA.

Sensitive Receptors

Sensitive noise receptors are, in general, those areas of human habitation or substantial use where the intrusion of noise has the potential to adversely impact the occupancy, use, or enjoyment of the environment. These can include residences, schools, hospitals, parks, and places of business requiring low levels of noise. Since the proposed project would be situated in a remote area, there are limited sensitive human receptors near the project site. The closest rural agricultural residence is located greater than .75 miles (3,960 feet) from the project site.

Discussion

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

No Impact. The city of Soledad has established noise compatibility standards for residential and non-residential land uses in the Hazards Element (Noise subsection) of the city's 2005 General Plan (City of Soledad 2005). The General Plan establishes acceptable interior and exterior residential noise levels from roadway, rail, and air traffic and acceptable daytime and nighttime noise levels from other sources. The city has adopted a sound level limitation in the Zoning Ordinance, which addresses "noise pollution" in Section 17.38.240(a) and outlines performance standards for noise exposure. According to the ordinance, noise levels from any facility or use (other than transportation and temporary construction) measured at the lot line should not exceed 55 dBA for residential property, 65 dBA for commercial property, and 68 dBA for industrial property.

Table 6: Interior and Exterior Noise Standards

Land Use Categories		Energy Average CNEL	
Categories	Uses	Interior ¹	Exterior ²
Residential	Single Family, Duplex, Multi-Family	45 ³	65
	Mobile Home	—	65 ⁴
Commercial, Industrial and Institutional	Motel, Hotel, Transient Lodging	45	65 ⁵
	Commercial Retail, Bank, Restaurant	55	—
	Office Building, Research and Development, Professional Office, Government Office	50	—
	Amphitheater, Concert Hall, Auditorium, Meeting Hall	45	—
	Gymnasium	50	—
	Sports Club	55	—
	Manufacturing, Warehousing, Wholesale, Utilities	65	—

Table 6 (Cont.): Interior and Exterior Noise Standards

Land Use Categories		Energy Average CNEL	
Categories	Uses	Interior ¹	Exterior ²
<i>cont.</i>	Movie Theaters	45	—
Institutional	Hospitals, Schools	45	65
	Church, Library	45	—
Open Space	Parks	—	65

Notes:
¹ Indoor environment excluding bathrooms, closets, and corridors.
² Outdoor environment is limited to private yards of single-family residences, multi-family private patio or balcony served by a means of exit from inside, mobile home parks, hospital patio, park picnic area, school playground, and hotel/motel recreation area.
³ Noise level requirements with closed windows. Mechanical ventilation system or other means of natural ventilation shall be provided per Chapter 12 Section 1205 of the Uniform Building Code.
⁴ Exterior noise level should be such that interior level would not exceed 45 CNEL.
⁵ Except areas affected by aircraft noise.
 Source: City of Soledad 2005.

Correctional and government facilities such as SVSP and the proposed project are not considered a noise-sensitive land use. According to the Noise Element of the City of Soledad, the project site is not located in a noise-impacted area.

As discussed above, noise levels (86 dBA) associated with the SVSP PA and alarm system currently exceed the standards established in the city of Soledad General Plan or Noise Ordinance. Noise-sensitive land uses located near the project include rural residences located greater than .75 mile (3,960 feet) from the project site. Noise attenuates at a rate of 6dBA for every doubling of distance. Assuming a maximum operational noise level of 80 dBA at 10 feet from the proposed facility, operational noise levels at the nearest residence would be approximately 28 dBA. Therefore, given the distance from the nearest sensitive receptor (being in excess of 0.75 mile [3,960 feet]), coupled with the surrounding agricultural and commercial land uses, the current level of operational noise has not caused an adverse impact to the adjacent property owners. Under the proposed project, no changes to the existing PA and alarm system would occur. As such, SVSP would continue to temporarily exceed local noise level standards during announcements; however, because the PA/alarm system is equipped with volume control and is only used when necessary, given the distance from the nearest sensitive noise receptors to the prison, no impacts would occur.

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

Less Than Significant Impact. The metric for measuring groundborne noise and vibration is peak ground velocity (measured in inches per second). During the site preparation and construction phase, which includes site excavation activities, groundborne vibration and groundborne noise may occur.

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However, these excavation activities do not include activities known to induce strong vibration effects, such as those produced by tunneling or blasting. Furthermore, the site has already been leveled as part of previous prison construction activities.

The ground vibration levels associated with common construction equipment are depicted in Table 7. Ground vibration generated by construction equipment spreads through the ground and diminishes in strength with distance. The effects of ground vibration can vary from no perceptible effects at the lowest levels, low rumbling sounds and detectable vibrations at moderate levels, and slight damage to nearby structures at the highest levels. At the highest levels of vibration, damage to structures is primarily architectural (e.g., loosening and cracking of plaster or stucco coatings) and rarely results in structural damage. For most structures, a peak particle velocity (ppv) threshold of 0.5 inch per second is sufficient to avoid structural damage, with the exception of fragile historic structures or ruins.

Table 7: Representative Vibration Source Levels for Construction Equipment

Equipment		Peak Particle Velocity at 25 feet (in/sec)
Pile Driver (impact)	Upper range	1.518
	Typical	0.644
Pile Driver (sonic)	Upper range	0.734
	Typical	0.170
Large Bulldozer		0.089
Caisson Drilling		0.089
Loaded Trucks		0.076
Jackhammer		0.035
Small Bulldozer		0.003
Source: Caltrans 2004.		

At the request of the EPA, the Committee of Hearing, Bio-Acoustics, and Bio-Mechanics (CHABA) has developed guidelines for safe vibration limits for ruins and ancient and/or historic buildings. For fragile structures, the CHABA recommends a maximum limit of 0.25 inch per second ppv (U.S. Department of Transportation 1995). The California Department of Transportation recommends a more conservative threshold of 0.2 inch per second ppv (Caltrans 1998).

Long-term operation of the proposed project would not involve the use of any equipment or processes that would result in potentially significant levels of ground vibration. Ground vibration generated by the proposed construction activities would be primarily associated with the use of jackhammers, loaded trucks, and other mobile equipment, which, as shown in Table 7, would result in vibration levels of less than 0.08 inch per second ppv at 25 feet. Predicted vibration levels at the nearest

structures would not be anticipated to exceed even the most conservative threshold of 0.2 inch per second ppv. As a result, increased vibration levels would be considered less than significant.

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

Less Than Significant Impact. The production of noise identified in the City of Soledad General Plan is an inherent part of many industrial, commercial, and agricultural processes. Noise levels within such facilities are controlled by federal and State employee health and safety regulations (OSHA and Cal OSHA), but exterior noise levels have the potential to exceed locally acceptable standards at noise-sensitive land uses (City of Soledad 2005).

The project's potential to substantially increase ambient noise levels at the prison and the nearby properties is defined by using the term "substantial." "Substantial" is not defined in the CEQA Guidelines. However, research into the human perception of sound level increases indicates the following:

- A 1 dBA, or less, increase is difficult to perceive;
- A 3 dBA increase is just perceptible;
- A 5 dBA increase is clearly perceptible, and
- A 10 dBA increase is perceived as being twice as loud.

Therefore, under typical outdoor ambient conditions, where constantly varying noise levels are occurring over time, people typically cannot clearly perceive increases in ambient noise levels until they reach approximately +3 dBA. Therefore, 3 dBA is generally accepted as the threshold beyond which increases to local ambient noise levels resulting from projects are considered substantial.

In light of the sound level perception thresholds and noise standards described above, a potentially significant increase in ambient noise levels would occur if:

- Noise generated by the project would permanently increase outdoor noise levels by 3 dBA or more, and if outdoor noise levels at that location would exceed the City's noise standards.

As previously discussed, the primary noise source in the project vicinity is vehicle traffic on area roadways and particularly US 101. Traffic volumes along major access roadways to SVSP (e.g., West Street and McCoy Road) typically average hundreds of vehicle trips per day. Implementation of the proposed project would result in a minimal increase in traffic (a maximum of 100 trips per day) (see Section 3.16, Transportation/Traffic) distributed over various roadways. Based on the traffic data, implementation of the proposed project would not result in a doubling of vehicle traffic on area roadways. Typically a doubling of vehicle traffic is required before a noticeable (i.e., 3 dBA or greater) increase in traffic noise levels would occur. Consequently, the proposed project would not result in a perceptible increase in local traffic noise levels.

Long-term operation of the proposed facility would not involve the use of any major stationary noise sources or activities. In general, noise levels generated by building mechanical systems typically average between 55 and 85 dBA at 3 feet from the source (EPA 1971). Mechanical equipment is typically shielded from direct public exposure and usually housed on rooftops, within equipment rooms, or within exterior enclosures.

As previously discussed, the proposed project would not alter the existing PA or alarm system. Accordingly, no permanent increases to the existing noise environment would occur in this respect.

Noise-sensitive land uses located near the project include rural residences located greater than 0.75 mile (3,960 feet) from the project site. Based on this distance and assuming a maximum operational noise level of 80 dBA at 10 feet from the proposed facility, operational noise levels at the nearest residence would be approximately 28 dBA. Furthermore, an earthen berm is located outside of the secured perimeter fence adjacent to the proposed EOP building location, which would deflect sound upward, offering further noise reduction on adjoining properties. Operational noise levels would not exceed the City's exterior or interior noise compatibility standards for residential dwellings. As a result, long-term permanent increases in ambient noise levels attributable to the proposed project would be considered less than significant.

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

Less Than Significant Impact. Construction of the project could generate significant noise, corresponding to the particular phase of building construction and the noise-generating equipment used during construction. The closest rural agricultural residence is greater than 0.75 mile (3,960 feet) from the proposed construction sites. Certain pieces of construction equipment can generate noise levels of 85 dBA or louder at a distance of 50 feet, resulting in a noise level of 47 dBA at 0.75 mile (3,960 feet). As a result, project construction may increase ambient noise levels; however, temporary construction noise is exempt from the city of Soledad's noise ordinance and would be within the General Plan's residential exterior noise threshold of 65 CNEL. Accordingly, impacts related to the temporary increase in ambient noise levels would be less than significant.

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

No Impact. The project site is not located within 2 miles of an airport land use plan or near a public airport. The nearest public airport to the proposed project is the Salinas Airport, located approximately 23 miles away. Thus, the proposed project would not result in the exposure of people

residing or working in the project area to excessive airport noise levels. As a result, the proposed project would have no impact with respect to airport noise.

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

No Impact. The project site is not located within 2 miles of an airport land use plan or near a private airstrip. Thus, the proposed project would not result in the exposure of people residing or working in the project area to excessive airstrip noise levels. As a result, the proposed project would have no impact with respect to airstrip noise.

Environmental Checklist

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
3.13 - Population/Housing <i>Would the project:</i>				
a) Induce substantial population growth in an area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Displace substantial numbers of people necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Environmental Setting

The proposed project would be constructed within the existing SVSP facility, which is designated as a Public Facility by the City of Soledad General Plan. The current population of the prison consists of 4,555 inmates and approximately 1,500 personnel. Zip code data provided by CDCR indicate that the current employees reside in over 200 different jurisdictions. The main jurisdictions are listed below, and those representing less than five percent of the total employees have been grouped together as “other.”

Table 8: Current and Project Population and Housing for SVSP Employees

City	Current Employee Residence		Expected Distribution of New and Transferred Employees		Number of New Households ^c		New and Transferred Employees and Family Population ^d	
	Number	Percentage	75% ^a	100% ^b	75%	100%	75%	100%
Salinas	393	26	10	13	8	11	25	34
Soledad	212	14	6	7	4	6	12	18
Greenfield	136	9	3	5	3	4	9	12
King City	136	9	3	5	3	4	9	12
Paso Robles	76	5	2	2	2	2	5	6
Other ^e	559	37	14	18	12	16	36	47
Total	1,512	100	38	50	32	43	96	129

Notes:
^a Assumes 75 percent of all 50 new employees would relocate to the region.
^b Assumes 100 percent of the all 50 new employees would relocate to the region.
^c Assumes a household size of 1.14 employees per household.
^d Assumes a household size of 3.00 persons.
^e Other includes cities that represented 5 percent or less of total employee population.
Source: CDCR SVSP Employee Zip Code Data 2009.

Population

According to the Department of Finance (2009), the estimated population as of January 2009 of Soledad was 28,050, Gonzales was 9,025, Salinas was 152,597, Greenfield was 17,547, and King City was 12,024. The population of Monterey County was approximately 431,892 in 2009, with an estimated annual growth rate of approximately one percent.

Discussion

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

Less Than Significant Impact. For the purpose of CEQA analysis, it is assumed that the proposed project would result in up to 50 additional staff positions. The number of staff at the facility would potentially increase from the existing approximately 1,512 to a projected estimated future 1,562.

While the proposed project would create an estimated additional 50 jobs, it is not expected to attract substantial population growth to the area. The new jobs range from custodial and administrative, to medical personnel. The proposed project would not generate new inmate population. Based on historical data, the CDCR conservatively estimates approximately 75 percent of the employees needed for these positions would come from outside the local area. It is also assumed that new employees would be relocating to the area with their families. Based on CDCR zip code data for existing SVSP employees, future employees are likely to live in the following cities: Soledad, Gonzales, Salinas, Greenfield, and King City, though 37 percent of current employees also live throughout over 100 different surrounding zip codes. Based on employee data from other CDCR institutions, it is assumed the average household size for CDCR employees is 3.0 persons, and each employee household has an average of 1.14 people in that household who work at the correctional facility (CDCR 1995). As shown in Table 8, if personnel located outside the local area fill 75 percent of new employment positions at the project site, implementation of the proposed project would result in an increase of 96 persons and 32 households in the communities listed above. If 100 percent of new project-related employees and their families relocated to the area from outside the region, implementation of the project would result in an estimated increase of 129 persons and 43 households. It is assumed that persons and households would be distributed throughout the various zip codes, similar to current conditions. No new inmates would be generated from the proposed project.

The new employees and associated families would be expected to relocate to the area between 2012 and 2013. According to the Monterey County Department of Finance, the county population grew by approximately 30,130 persons between 2000 and 2009, which is an approximate one percent annual growth rate. Assuming the same growth rate, the population of Monterey County is expected to grow by approximately 4,406 persons (from 440,573 persons to 444,979 persons) from 2012 to 2013. If 75 percent of new project-related employees and their families relocate to the county during this time,

Environmental Checklist

the proposed project would represent approximately two percent of the anticipated population growth in the County (96 persons divided by 4,406 persons). If 100 percent of new employees and their families relocate to the area, the proposed project would represent less than three percent of anticipated population growth (129 persons divided by 4,406 persons).

Additionally, the available housing stock in the County would be able to support the possible 43 new households associated with the proposed project. Between 2005 and 2007, Monterey County had an estimated 139,339 total housing units with a homeowner vacancy rate of 1.4 percent and a rental vacancy rate of 2.9 percent, (U.S. Census Bureau 2008). The Association of Monterey Bay Governments (AMBAG) allotted 21,297 additional units from 2010 to 2015 for the County. As such, the proposed project's potential need for up to 43 new households in Monterey County would account for a small fraction of existing and expected housing stock and would not constitute substantial population growth.

The infrastructure improvements associated with the implementation of the proposed project consist of tie-ins with existing infrastructure and would serve only the onsite inmates and staff. No offsite developments would be served. As such, the proposed project would not have a significant impact on indirect population growth.

In conclusion, the proposed project would not contribute to substantial population growth in the region because of the creation of 50 new staff positions associated with the proposed project. New employees and their families would account for only a small percentage of forecasted regional population growth. In addition, new households would be distributed throughout the region and would account for a small percentage of existing and anticipated regional housing stock. Therefore, project-related regional population increases are not considered substantial enough to necessitate new homes or infrastructure, and impacts would be considered less than significant.

b-c) Displace substantial numbers of existing housing or people, necessitating the construction of replacement housing elsewhere?

Less Than Significant Impact. The proposed project would not displace any non-inmate population or public housing facilities in the City of Soledad or the County of Monterey. The purpose of the proposed project is to provide mental health treatment facilities for the general prison population within the CDCR system; however, no additional inmate housing would be constructed and no existing inmate housing would be demolished. As such, this is a less than significant impact.

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
3.14 - Public Services				
<i>Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:</i>				
a) Fire Protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Police Protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Environmental Setting

Fire Services

SVSP has an onsite fire department that serves both SVSP and the CTF. The CTF/SVSP Fire Department is located adjacent to the SVSP on the grounds of CTF and is staffed with 1 fire chief, 6 firefighters, and 14 inmate firefighters. The station is equipped with 3 Class A pumpers, 1 Class 3 brush rig, 1 hazardous material van, 1 medical transport vehicle, 2 extraction kits, and 1 exothermic rescue torch. The Fire Department has 4 million gallons of domestic water supply.

Average response time of the fire department is two to three minutes. The fire department also has mutual aid agreements with Soledad, Gonzales, and King City. Response time from the Soledad and Gonzales departments averages 10 to 20 minutes, and assistance from King City is over 30 minutes.

Police Services

SVSP provides law enforcement within its boundaries and is supplemented by mutual aid agreements with the cities of Soledad and Gonzales. Each city provides municipal police services, as stipulated in the agreements on alternate years.

School Services

Four school districts serve the local vicinity of the project site (cities of Soledad and Gonzales): the Soledad Union School District, Gonzales Union High School District, Gonzales Union Elementary School District, and the Mission Union School District.

Parks

The Gonzales recreational parks, including Centennial Fields and Central Park, are approximately 8 miles northwest of the project site. There are several recreational parks to the south in Soledad, including Bill Ramos Park, Lum Park, Gallardo Park, Vosti Park, and Ramirez Park. These parks

would serve the needs of SVSP employees. The inmates have access to recreational activities and yards within the SVSP secure perimeter.

Discussion

a) Fire Protection?

Less Than Significant Impact. CDCR maintains an onsite fire station, located on the grounds of the neighboring CTF, which is adequately staffed and equipped to provide the level of service needed for the proposed project. Public fire department resources such as the City or County fire department resources would not be significantly involved with serving the proposed project. In addition, the proposed project would not result in an increase in inmate population. As such, impacts related to fire protection services are less than significant.

b) Police Protection?

Less Than Significant Impact. SVSP handles all law enforcement needs at the facility without local public law enforcement assistance. However, if additional police services are needed at the facility, the Soledad and Gonzales police departments have mutual aid agreements with CDCR to provide additional police services, if requested. The proposed project would not result in an increased prison population. As such, the impacts to police protection inside the SVSP grounds and to local public police services would be less than significant.

c) Schools?

Less Than Significant Impact. New relocating employees would bring school-age children to the cities in which they relocate. Given the expected wide distribution of employee residences (see Section 3.13, Population and Housing), new residences are not expected to result in the demand for a full classroom in any school district. Any homes that are constructed in adjacent communities are subject to the jurisdiction in which they exist and are subsequently subject to school impact fees, which State legislation, the Leroy F. Green School Facilities Act of 1998 (SB 50), has deemed full mitigation of school impacts under CEQA. Since the proposed project would not construct publicly available housing, and there is a wide distribution of expected new employee residences, impacts to schools would be less than significant.

d-e) Parks? Other Public Facilities?

Less Than Significant Impact. As discussed in Section 3.13, Population and Housing, the proposed project would generate an estimated 50 new employment opportunities and thus have the potential for growth-induced population increases and associated demands on public services, including parks. However, based on historical data and zip code data for the current operations, it is anticipated that new employees would be distributed over 100 different jurisdictions throughout the region, so increased demand related to parks or any other public services in any one area would be low. The

closest recreational facility to the north is Centennial Fields and Central Park in Gonzales, and there are several recreational parks to the south, in Soledad, including Bill Ramos Park, Lum Park, Gallardo Park, Vosti Park, and Ramirez Park. These park facilities are available to serve the recreational needs of new employees and their families. Assuming 100 percent of new project-related employees and their families relocate to the area from outside the region, implementation of the proposed project would bring 129 people to the region. With a population of approximately 271,000, 129 people would increase the population of the County by less than 0.04 percent. As such, demand for parks and other public services that may result from these 129 people would not be expected to result in the need for new or physically altered governmental facilities. In addition, the proposed project would not result in an increase in inmate population. Therefore, this impact would be less than significant.

Environmental Checklist

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
3.15 - Recreation				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Environmental Setting

Nearby recreational facilities consist of Centennial Fields and Central Park in Gonzales and Bill Ramos Park, Lum Park, Gallardo Park, Vosti Park, and Ramirez Park in Soledad. Regionally located recreational facilities consist of Pinnacles National Monument to the East and Los Padres National Forest to the southwest.

Discussion

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

Less Than Significant Impact. Operation of the additional SVSP facilities would require up to 50 new staff positions. As discussed in Section 3.13, Population/Housing, the addition of 50 new staff positions would not be expected to cause substantial population growth and, therefore, would not cause a substantial increase in the use of local or regional recreational facilities. As such, substantial physical deterioration of existing neighborhood and regional parks, or other recreational facilities, would not take place. Also, see the discussion on parks in Section 3.14, Public Services. Impacts would be less than significant.

b) Does the project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?

Less Than Significant Impact. Recreational facilities for prison inmates are already provided onsite, and the proposed project does not include construction of new parks or modification to existing offsite recreational facilities. Since the prison population would not increase as a result of this project no additional onsite recreational facilities would be constructed for inmate use. As discussed above, implementation of the proposed project would not result in the substantial physical

deterioration of existing recreational facilities, on- or offsite. Therefore, the recreational needs for the proposed staffing increase of 50 new staff positions would be served by existing recreational facilities in the region, and the project would not require new offsite recreational facilities. Because the proposed project would not construct new onsite recreation facilities and would not include and or require expansion of recreational facilities offsite, this impact would be considered less than significant.

Environmental Checklist

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
3.16 - Transportation/Traffic				
<i>Would the project:</i>				
a) Exceed the capacity of the existing circulation system, based on an applicable measure of effectiveness (as designated in a general plan policy, ordinance, etc.), taking into account all relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with adopted policies, plans or programs supporting alternative transportation (e.g. bus turnouts, bicycle racks)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Background and Methodology

Consideration of potential transportation and circulation impacts that may result from the proposed project primarily involves determining whether a net change would occur in traffic generated by prison personnel commuting to or from SVSP and by vehicle trips related to the facility operations. Kimley-Horn and Associates, Inc. (KHA) has prepared a Technical Memorandum including a traffic impact analysis to document a qualitative and quantitative traffic analysis of the potential traffic impacts associated with the proposed expansion of the SVSP. The Technical Memorandum is included in Appendix C of this IS/MND.

In 2007, CDCR considered a proposal (2007 proposal) to develop mental health services improvements at SVSP and had a traffic study prepared (Winzler & Kelly Consulting Engineers 2007) to evaluate potential traffic impacts. In 2007, CDCR reassessed and abandoned the 2007 proposal and subsequently developed the project presented in this IS/MND, which complies with the

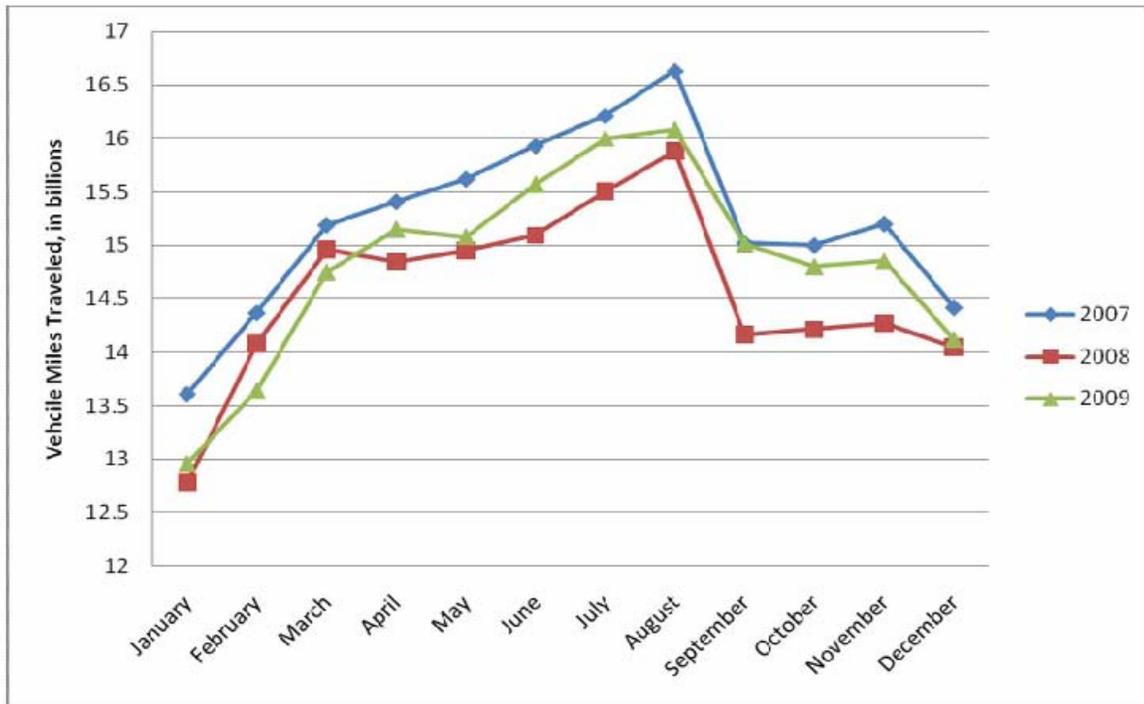
directives of the *Coleman* Court and is included in the 2007 Supplemental Mental Health Bed Plan prescribed by the *Coleman* Court. (The 2007 proposal is not included in the 2007 Supplemental Mental Health Bed Plan, and is not a reasonably foreseeable future project.) The 2007 proposal analyzed the existing conditions of the study area intersections and roadways based on existing peak hour traffic volumes obtained from 2007 traffic counts, and traffic volumes obtained from Caltrans, Monterey County, or the City of Soledad. For this analysis, peak hours are considered to occur between 7:00 a.m. to 8:00 a.m. and 4:00 p.m. to 5:00 p.m. Traffic operating conditions for the study area intersections, roadways, and freeways were analyzed using the Level of Service (LOS) methodology of the Highway Capacity Manual, Transportation Research Board, National Research Council, 2000 (HCM). LOS is a qualitative term describing operating conditions a driver will experience while traveling on a particular roadway, freeway, or at an intersection during a specific time interval. LOS ranges from A (very little delay) to F (long delays and congestion).

The 2007 proposal cited Measures of Effectiveness and Standards of Significance for the study area intersections, roadways, freeway ramps, and freeway mainline segments. Caltrans endeavors to maintain a target LOS at no greater than the transition between LOS C and LOS D on State roadways. If an existing State roadway is operating at less than the appropriate target LOS, the existing LOS should be maintained. The Circulation Element of the City of Soledad General Plan establishes LOS D as the standard for acceptable service on City roadways.

The results of the 2007 proposal's existing conditions analysis indicated that all of the study area intersections, roadways, freeway ramps, and freeway segments operated at acceptable conditions. To determine if the 2007 proposal traffic counts were still accurate or valid, KHA conducted a technical field review and investigation on June 16, 2010. Peter Reinhofer, a licensed traffic engineer with KHA, interviewed the City of Soledad's traffic engineer to discuss the proposed project and confirm that the traffic and roadway conditions have not drastically changed from 2007. KHA also evaluated regional traffic volumes and determined that while the existing conditions data from the 2007 proposal is a few years old, recent traffic volumes throughout the San Francisco Bay Area and the Salinas Valley indicate that overall traffic volumes have decreased in the last few years. Based on information from the Caltrans website, monthly vehicle miles traveled along Caltrans' facilities have decreased in 2008 and 2009 when compared to 2007. Graph 1, Vehicle Miles Traveled along Caltrans' Roadways, illustrates the monthly miles traveled for the last three years provided on Caltrans' website, demonstrating that traffic volumes from 2008 and 2009 are typically lower than those from 2007 along Caltrans facilities. In addition, during the exploratory interview with the City of Soledad it was stated that a number of the approved developments previously anticipated to be constructed in the 2007 proposal's "Near Term scenario" have yet to be fully constructed and occupied, or are still in the development stage. Furthermore, KHA visited SVSP and confirmed that existing intersection configurations, roadway segments, freeway ramps, and freeway mainline segments were consistent with those reported in the 2007 proposal's study. Therefore, if the trend of lower traffic volumes along State facilities continues from 2009 to 2010, along with the lack of new

development being constructed and occupied coupled with unchanged existing conditions, it is anticipated that traffic volumes in 2010 within the study area are approximately equal to or lower than traffic volumes collected in the 2007 proposal’s study. As such, the following analysis is based on an adaptation of the trip generation and impacts associated with the 2007 proposal’s study as it relates to the currently proposed project.

Graph 1: Vehicle Miles Traveled along Caltrans’ Roadways



Source: Caltrans website

Trip Generation

The Institute of Transportation Engineers’ (ITE), Trip Generation, 8th Edition, contains limited information on trip generation rates for prison facilities. Trip rates are provided under ITE Land Use Category 571 (Prison); however, these rates are derived from only two data points. Furthermore, the two data points are from surveyed prisons with 30 to 350 employees. The SVSP employs more than 1,500 people. For this reason, the 2007 proposal developed a site-specific trip generation rate, utilizing true existing AM and PM peak hour traffic counts at the prison entrance to estimate site-specific peak hour trip generation rates, as well as inbound/outbound splits for the existing facility.

Trip generation rates are based on an independent variable, which is used to calculate existing trip generation and estimate future trip generation. The independent variable could include square footage, number of employees, or number of beds/inmates. The 2007 proposal used the number of employees to represent the independent variable, which is also consistent with the independent variable used in the ITE Trip Generation, 8th Edition for prisons (Land Use Category 571). This

analysis for the proposed expansion of the SVSP facility assumes the addition of up to 50 employees. The trip generation for the expansion was determined utilizing the trip generation rates previously developed specifically for this facility, as documented in the 2007 proposal's study. Table 9 shows the AM and PM peak hour trips for the proposed expansion.

Table 9: Employee Trip Generation Estimates

Proposed Land Use	Size	Units	AM Peak Hour			PM Peak Hour		
			Trips			Trips		
			In	Out	Total	In	Out	Total
2007 Proposal	336	Employees	134	11	145	5	134	139
Proposed Project	50	Employees	20	2	22	1	20	21
Notes: Peak hour trip generation rates based upon a trip generation study performed by Winzler and Kelly Consulting Engineers, 2007. Source: Kimley-Horn and Associates, Inc., 2010.								

Daily trip volumes were estimated assuming that each employee would make one trip in and one trip out of the facility on a weekday. While it is not expected that all 50 employees would work on the same day, this conservative estimate allows for additional daily trips, such as service and delivery vehicles.

The 2007 study assumed that the proposed expansion at SVSP would require an additional 336 employees (Alternative 1) or 242 employees (Alternative 2). The trip generation for Alternative 1 estimated an additional 145 trips during the AM peak hour and 139 trips during the PM peak hour. The trip generation for Alternative 2 estimated an additional 105 trips during the AM peak hour and 99 trips during the PM peak hour. This proposed project generates fewer trips than both alternatives analyzed in the 2007 Study. The 2007 Study analyzed Near Term Plus Project and Cumulative Plus Project traffic condition scenarios for both alternatives. Therefore, the Plus Project scenarios for this qualitative analysis assume 15 percent (a maximum 50 employees versus 336 employees) and 21 percent (a maximum 50 employees versus 242 employees) of the additional traffic generated by the site when compared to the 2007 Alternative 1 and Alternative 2, respectively.

Existing Conditions

In addition to the qualitative comparison analysis discussed above, KHA also prepared a quantitative LOS analysis of two intersections directly adjacent to SVSP. The proposed project traffic impact analysis was evaluated under the Near Term Plus Project and Cumulative Plus Project scenarios at the following intersections:

- US 101 North Bound Ramp and Soledad Prison Road and
- Silliman Road and Soledad Prison Road

All studied intersections in the 2007 study operated at acceptable LOS under the existing conditions scenario; similarly, the studied intersections for the proposed project also operate at acceptable LOS under existing conditions. Table 10 shows the AM and PM peak hour LOS of the proposed project under existing conditions; Exhibit 7 shows the study intersections and surrounding roadway segments.

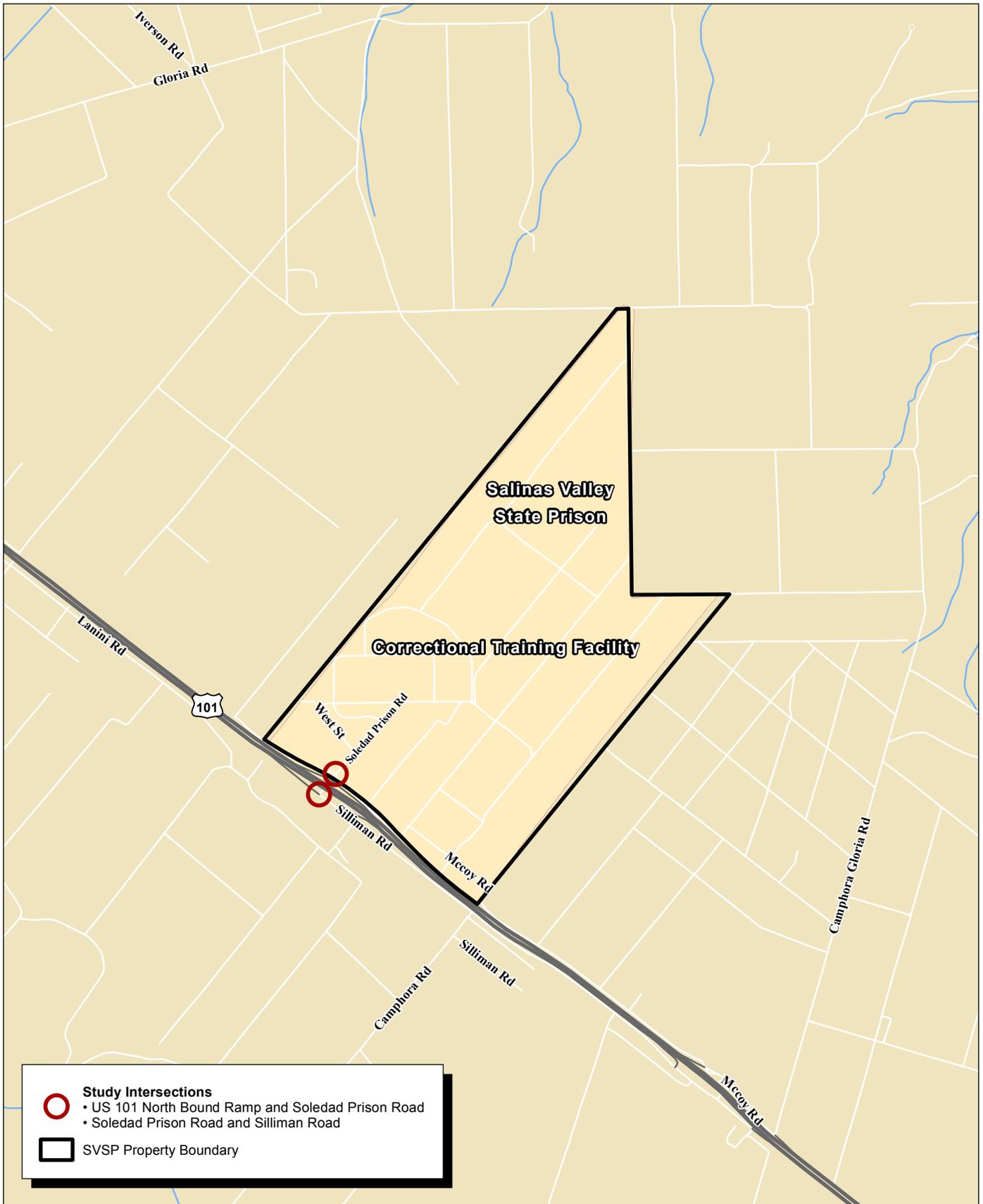
Table 10: Existing Conditions - Intersection Level of Service

Study Intersection	AM Peak		PM Peak	
	Delay	LOS	Delay	Total
US 101 NB Ramp/Soledad Prison Road Northbound Approach Eastbound Left Turn	15.4	C	9.1	A
	7.3	A	9.0	A
Silliman Road/Soledad Prison Road Westbound Approach Southbound Left Turn	17.5	C	10.7	B
	7.9	A	7.4	A
Notes: Both intersections operate under two-way stop control. Source: Kimley-Horn and Associates, Inc., 2010.				

Regulatory Context

The Association of Monterey Bay Area Governments (AMBAG) is a confederation of representatives of City and County government that provides regional planning for Monterey, Santa Cruz, and San Benito counties. AMBAG is a designated Metropolitan Planning Organization (MPO) for Monterey, San Benito and Santa Cruz counties. AMBAG facilitates and coordinates the programming and budgeting of all transportation planning and projects to meet identified transportation needs while meeting collective air quality limitations set forth for transportation facilities.

The Transportation Agency for Monterey County (TAMC) is a 23-member agency that consists of local officials from each of its 12 incorporated cities and five county supervisorial districts, and ex-officio members from six public agencies. TAMC is Monterey County’s designated Regional Transportation Planning Agency (RTPA), Congestion Management Agency (CMA), Local Transportation Commission (LTC), and Service Authority for Freeways and Expressways (SAFE). TAMC collects Regional Development Impact Fees to assist in funding future growth-related transportation improvement projects. The fee program provides a mechanism through which “growth pays for growth” so the County’s projected transportation needs can be met. TAMC has initiated a regional fee program to collect impact fees to construct 17 regionally-significant capital improvement projects. The SVSP is within the South County Benefit Zone.



Source: Census 2000 Data; The CaSIL; ESRI (2008).



Exhibit 7 Study Intersections

Chapter 6 (page 15) of the TAMC Regional Fee Implementation Guidelines states that Government Facility Projects are exempt from the payment of impact fees if “the development project is constructed with the purpose of being used as a Federal, State, or local government facility.” This exemption applies to the proposed project, but for purposes of complying with CEQA a state agency that is otherwise exempt from paying impact fees may choose to voluntarily pay those fees in order to mitigate a potentially significant environmental impact. In such circumstances, voluntary payment of fees can be an appropriate way for the state agency to meet its mitigation duties under CEQA. For a project such as this expansion of an existing prison facility, traffic impact fees are calculated by the TAMC based upon the number of weekday daily trips generated by the project. CDCR would confer primarily with the County of Monterey to agree upon and contribute any “fair share” impact fee required to mitigate potentially significant environmental impacts.

The City of Soledad also has a similar fee program based on the “Year 2007 City of Soledad Traffic Impact Fee (TIF) Update Report” prepared by Omni Means. The City’s current TIF and the related traffic fees were adopted pursuant to the Mitigation Fee Act, otherwise referred to as Assembly Bill (AB) 1600. AB 1600 created Section 66000, et seq. of the Government Code and was enacted by the California State legislature in 1987. State agencies are generally exempt from the payment of local impact fees, including traffic impact fees, adopted under AB 1600. Furthermore, the SVSP facility is outside of the City of Soledad planning area and the City expansion area, and none of the roadway improvements that provide access to the SVSP facility are within the Area of Benefit designated by the City. Accordingly, it would not be appropriate for CDCR to pay the City’s TIF.

Discussion

- a) **Exceed the capacity of the existing circulation system, based on an applicable measure of effectiveness (as designated in a general plan policy, ordinance, etc.), taking into account all relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?**

Less Than Significant Impact. The proposed project would employ no more than 50 people and would generate a maximum of 100 daily trips, of which 22 are projected for the AM peak hour and 21 are projected for the PM peak hour. As discussed above, trip generation rates for the proposed project were developed using site-specific traffic counts from a 2007 traffic study (with data validated for current conditions in an updated traffic study in 2010) that was prepared for a significantly larger proposal at SVSP.

According to the Circulation Element of the City of Soledad General Plan, an acceptable LOS, which is the unit based on a roadway volume to capacity ratio, is LOS D or better for the City’s intersections, streets, and roadways during the peak hours. In addition, Caltrans endeavors to maintain a target LOS at no greater than the transition between LOS C and LOS D on State roadways.

Table 11 illustrates the Near Term LOS conditions of the proposed project. All study intersections were found to operate acceptably with the addition of the proposed project in the AM and PM peak hours. Therefore, traffic impacts from the addition of the proposed project trips would be less than significant.

Table 11: Near Term Conditions - Intersection Level of Service

Study Intersection	Near Term				Near Term Plus Project			
	AM Peak		PM Peak		AM Peak		PM Peak	
	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
US 101 NB Ramp/Soledad Prison Road								
Northbound Approach	15.3	C	8.9	A	16.0	C	8.9	A
Eastbound Left Turn	7.3	A	8.8	A	7.3	A	8.8	A
Silliman Road/Soledad Prison Road								
Westbound Approach	17.2	C	10.7	B	17.8	C	10.8	B
Southbound Left Turn	7.9	A	7.2	A	7.9	A	7.2	A
Notes: Both intersections operate under two-way stop control Source: Kimley-Horn and Associates, Inc., 2010.								

Given SVSP’s rural location, it is unlikely that employees or visitors will walk to the facility. Monterey-Salinas Transit operates a transit stop at SVSP. Transit Line 23 serves the City of Soledad and other cities along US 101 between Salinas and King City, providing weekend service only. It is expected that the proposed project would generate negligible increases in pedestrian, bicycle, and bus demand. There are several pedestrian crossings within the SVSP site, particularly connecting the transit stop to the prison, and through parking lots that are available to visitors and employees. The combination of the SVSP’s rural location, adequate existing pedestrian facilities, and the project’s minimal impact to such facilities, would result in a less than significant impact to alternative modes of transportation.

All construction, including staging and construction parking, is anticipated to take place within the SVSP boundaries. The day-to-day construction operations for the proposed construction will include short-term traffic activities related to construction employees and construction material importation. It is anticipated that the weekday work will begin around 7:00 AM and end around 3:00 PM. The construction worker arrival peak is anticipated to occur between 6:30 AM and 7:00 AM and the departure peak is anticipated between 3:00 PM and 3:30 PM. This schedule generally occurs prior to the area-wide commuting peak hours of 7:00 AM to 8:00 AM and 4:00 PM to 5:00 PM. Since the existing street network has the capacity to handle the additional permanent employee trips generated by the site during the Existing and Near Term scenarios, the roadway network can accommodate the

temporary construction employee traffic. Therefore, the impacts associated with construction-related employee traffic and parking are considered less than significant.

b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?

Less Than Significant Impact With Mitigation. As discussed above, traffic generated by the proposed project alone would not exceed the level of service standards established by Caltrans and the City of Soledad. However, the Cumulative scenario in the 2007 proposal study discussed traffic conditions projected in 2030 with all approved, pending, and known planned developments assumed to be constructed and occupied. This scenario accounts for future increases in traffic from development identified in the City's General Plan in addition to general regional growth. The City of Soledad previously predicted 2030 traffic volumes for the 2007 proposal using the Association of Monterey Bay Area Governments' (AMBAG) Regional Traffic Model. The regional model is also used by TAMC to develop a regional traffic impact fee program to mitigate cumulative impacts associated with regional developments.

The AMBAG model projects that traffic generated by SVSP, during the lifetime of the facility, would increase 49.6 percent from 2007 to 2030 as a result of a 39.5 percent increase in employment at SVSP. The model predicts that SVSP will continue to be a major employer in the region, and that as the population grows, employment at SVSP will grow proportionally. CDCR previously indicated that this growth assumption overestimated the growth of CDCR projects for the SVSP facility, even in 2007 when a much larger project was proposed. Nonetheless, to be consistent with the City's growth projections, the 2007 proposal's study assumed the conservative (49.6 percent) increase in long-term traffic. The cumulative growth traffic volumes included trips associated with the build out of the General Plan, SVSP growth, regional growth, and trips from three pending developments – The Village at Soledad, Soledad Plaza, and 263 Front Street. The 2007 proposal's study also identified several roadway improvements in the area that were assumed to be completed by 2030. The results of the intersection level of service analysis for the 2007 proposal Cumulative scenario indicated that several intersections were projected to degrade to LOS D or worse during the AM and/or PM peak hours, therefore not meeting Caltrans operational standards.

To confirm that the previously identified cumulative impacts would not result from the proposed project, KHA reanalyzed the project study intersection, US 101 Northbound Ramp/Soledad Prison Road, with the proposed project's trips added to the Cumulative scenario traffic volumes. Table 12 illustrates the cumulative traffic conditions of the proposed project before mitigation.

Table 12: Cumulative Conditions- Intersection Level of Service

Study Intersection	Cumulative				Cumulative Plus Project			
	AM Peak		PM Peak		AM Peak		PM Peak	
	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
US 101 NB Ramp/Soledad Prison Road								
Northbound Approach	23.8	C	9.2	A	25.9	D	9.2	A
Eastbound Left Turn	7.4	A	9.3	A	7.4	A	9.4	A
Silliman Road/Soledad Prison Road	12.1	B	10.1	B	12.3	B	10.3	B

Notes:
Silliman Road/Soledad Prison Road analyzed as all-way stop control, per 2007 proposal's study.
Source: Kimley-Horn and Associates, Inc., 2010.

The results indicate that the northbound right turn would operate at LOS D during the AM peak hour, indicating a potentially significant impact because Caltrans' LOS standards would be exceeded, and therefore requiring mitigation. As a result, Mitigation Measure TRAF-1 has been developed to contribute Regional Traffic Impact Fees to the TAMC in order to modify the US 101 NB Ramp/Soledad Prison Road intersection from a one-way stop to an all-way stop, which would reduce the proposed project's cumulative impacts to a less than significant level. The cumulative LOS after implementing Mitigation Measure TRAF-1 is presented in Table 13. "Cumulative Plus Project plus Mitigation." Additionally, using the Caltrans method for calculating equitable mitigation measures, CDCR's "fair share" responsibility for this traffic improvement is approximately 11.3 percent of the full cost of the improvement. The proposed project's "Equitable Share Responsibility Calculation" sheet is included in Appendix C.

Table 13: Cumulative Plus Project Plus Mitigation - Intersection Level of Service

Study Intersection	Cumulative Plus Project Plus Mitigation			
	AM Peak		PM Peak	
	Delay	LOS	Delay	LOS
US 101 NB Ramp/Soledad Prison Road	19.1	C	19.4	C
Silliman Road/Soledad Prison Road	12.3	B	10.3	B

Notes:
Both intersections operate under all-way stop control
Source: Kimley-Horn and Associates, Inc., 2010.

As stated above, SVSP is a large employer within the region and as such SVSP employees commute in from North and South of the facility. To address the potential regional traffic impacts beyond those directly adjacent to the facility a freeway mainline analysis was conducted along US 101 north of the project site, between the Soledad Prison Road interchange and the Gloria Road interchange. A

mainline freeway analysis along US 101 south of SVSP was previously provided in the 2007 proposal's study and resulted in no significant impacts. Therefore, it was not further analyzed for this proposed project.

The latest reported freeway mainline peak hour traffic volumes from the Caltrans website were used to analyze the Northern freeway segment. Caltrans' 2008 data indicates that the peak hour volume between the Soledad Prison Road interchange and the Gloria Road interchange was 3,300 vehicles. Since the data does not indicate whether it is the AM or PM peak hour, it has been assumed that it applies to both peak hours to be conservative. Using the directional split from the 2007 proposal's traffic volumes for the freeway mainline segment between Soledad Prison Road and Camphora-Gloria Road, directional peak hour volumes were estimated for the AM and PM peak hours for the currently proposed project's existing scenario. Directional peak hour volumes were also estimated for the Near Term and Cumulative scenarios using the growth rates from the 2007 study for the freeway mainline segment between Soledad Prison Road and Camphora-Gloria Road. The growth rate was calculated for the southbound freeway segment between Soledad Prison Road and Camphora-Gloria Road from traffic volumes in the 2007 study and applied to the existing southbound freeway volumes between Soledad Prison Road and Gloria Road to estimate Near Term traffic volumes for this segment. Near Term Plus Project and Cumulative Plus Project scenario volumes were developed by adding the proposed project's trips to the background traffic volumes. Results of this analysis indicate that the freeway mainline will operate at acceptable levels in the existing, Near Term and the Near Term Plus Project scenarios. In the Cumulative scenario, it is projected if every potential future project is constructed in the region, traffic volumes in the northbound direction during the AM peak hour will result in this freeway segment operating near capacity at LOS E. But CDCR's proposed project is estimated to contribute no more than one (1) additional trip to this segment during the AM peak hour. Thus, CDCR's voluntary "fair share" responsibility to pay Regional Traffic Impact Fees to the TAMC for mitigating this cumulative traffic impact would be negligible.

Implementation of mitigation would reduce cumulative traffic impacts to less than significant.

MM TRAF-1 Prior to construction of the proposed project CDCR shall be responsible for payment of the identified equitable share responsibility costs, specifically for improving the intersection of US 101 Northbound Ramp and Soledad Prison Road from a one-way stop to an all-way stop. CDCR shall confer with the TAMC, primarily with its member agency, the County of Monterey, to agree upon CDCR's equitable fair share responsibility of costs for: (i) improving the intersection of US 101 Northbound Ramp and Soledad Prison Road from a one-way stop to an all-way stop; and (ii) the single additional trip on the US 101 Northbound freeway segment during the AM peak hour under the Cumulative Plus Project Scenario.

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

No Impact. The proposed project does not contain any uses that could alter air traffic patterns. Therefore, no impact would occur.

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

No Impact. The project site is located on the grounds of the existing SVSP property. Existing roadways on the SVSP site were designed to safely serve the facility, and proposed project construction would employ a standard design that is consistent with new CDCR structures as well as the existing SVSP. The proposed EOP building would require an existing perimeter road to be rerouted to safely traverse around the proposed structure, which would allow onsite traffic to flow smoothly. Because project construction and operation would not increase hazards due to a design feature or incompatible use, there would be no impact.

e) Result in inadequate emergency access?

No Impact. According to existing SVSP staff, emergency access to the project site is adequate. Proposed project construction activities would occur entirely within the existing SVSP property and would not change or impair emergency vehicle access to the facility. Project operation would result in the generation of a maximum of 100 daily trips, of which 22 are projected for the AM peak hour and 21 for the PM peak hour and would not hamper emergency access. Because emergency access would remain adequate, no impact would occur.

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

Less Than Significant Impact. As previously discussed, given SVSP's rural location, it is unlikely that employees or visitors would utilize alternative transportation to reach the site. Bus service is provided to the site only on the weekends. Nonetheless, there are several pedestrian crossings within the SVSP site, particularly connecting the transit stop to the prison, and through parking lots that are available to visitors and employees.

Since the proposed project would be located within the perimeter of the SVSP property and involves the improvement of a CDCR facility, all design, plans or programs must be consistent with the CDCR Design Criteria Guidelines to ensure the security of the facility and the surrounding community. As a State agency, CDCR must consider any federal or State land use policies; however, CDCR is exempt from local plans, policies, and regulations. Therefore, CDCR is not required to adhere to locally adopted policies, plans or programs related to alternative transportation. As such, the proposed

project would not conflict with adopted policies, plans, or programs supporting alternative transportation.

Environmental Checklist

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

Environmental Setting

For the purpose of CEQA analysis, it is assumed that the proposed project would directly or indirectly result in an increase of 50 additional staff that would place additional demands on public utilities and service systems. No additional inmates would be housed at SVSP as a result of the proposed project.

Potable Water

Groundwater

SVSP owns and operates its own public water system, which provides potable water to inmates and staff at SVSP. The current estimated water demand for SVSP is 101 gallons of water per day per inmate (gpid) (including staff use and operational and irrigation use). Water for SVSP is obtained through two onsite wells (Wells 9 and 10) that draw groundwater from the Salinas Valley Groundwater Basin. Each well has the pump capacity of 1,500 gallons per minute, or 2.16 million gallons per day. The basin is currently in a state of overdraft, a condition in which more water is

removed from the basin than is replaced. However, the Monterey County Water Resources Agency (MCWRA) has been collaborating with stakeholders to develop and complete the Salinas Valley Water Project (SVWP), a project designed to bring the basin back into balance with an additional supply of 1,000 acre-feet annually. The SVWP is intended to provide for long-term management and protection of groundwater resources by stopping seawater intrusion, providing adequate water supplies to meet current and future demands up to the year 2030, and by providing surface water supply necessary to balance the overdrafted basin. The SVWP is being funded through the establishment of Benefit Assessments Zones that pay a calculated rate per irrigated acre. SVSP is in Benefit Assessment Zone 2C, and payments have been collected annually through the County Tax Office since 2003. According to MCWRA, the SVWP was completed in April 2010 and is currently in operation (Moss, pers. comm.).

Reverse Osmosis Treatment

The groundwater quality in the basin below SVSP has a history of high nitrates and total dissolved solids. Reverse Osmosis (RO) filtration is a commonly used method of removing such contaminants from groundwater. In February of 2008, SVSP received a permit amendment from the State of California-Health and Human Services Agency, Department of Public Health, Northern California Drinking Water Field Operations Branch, Monterey District to operate Well 10 and a Reverse Osmosis Water Treatment Plant. By March 2008, SVSP produced quality water for the institution by utilizing the RO unit onsite. The existing RO unit produces 347 gpm or 499,680 gpd of treated permeate water blended with 25 percent untreated well water to produce up to 700,000 gpd of drinking water per day (Wickiser, pers. comm.).

The existing metal building that houses the RO unit is 40 feet by 40 feet in size and was designed and built, including electrical power, and process plumbing, for two RO units of the same size. At this time, only one unit is in place and operating at design level (Wickiser, pers. comm.).

Wastewater

The City of Soledad currently operates one wastewater treatment facility (WWTF), the City Plant, which is located 1 mile southwest of the city. The City also leases the former CDCR Wastewater Treatment Plant (Prison Plant), located 5 miles northwest of the city; however, this plant has been decommissioned. The City Plant treats wastewater from the city, SVSP and CTF, as well as several industrial dischargers. The current permitted capacity of the City Plant is 4.3 million gallons per day (mgd) but has been permitted for the treatment of up to 5.5 mgd as a result of the completion of the tertiary treatment facilities in January 2010. Under CDCR's Joint Powers Agreement with the City (JPA: C93.5015), 2.1 mgd of the 5.5 mgd total permitted capacity is reserved for CTF and SVSP facilities combined (Price 2009).

WWTF Improvements

The City of Soledad has prepared and adopted a comprehensive Long-Term Wastewater Management Plan (LTWMP), dated March 2006, which outlines improvements designed to meet the City's long-term capacity and regulatory requirements including:

- Expanding and upsizing existing wastewater collection system (ongoing).
- Upgrading and expanding the City Plant to a 5.5 mgd conventional activated sludge system followed by tertiary filtration by January 2010 (completed).
- The former CDCR Prison Plant, which is currently leased by the City, is out of service and on hold pending the economy.
- Construct a 1.2 mgd effluent pump station and 5.3-mile pipeline from the City Plant to the Prison Plant for tertiary wastewater disposal (on hold pending economy).
- Develop an additional 80 acres of land adjacent to the Prison Plant for food crop irrigation, and 50 acres of land adjacent to the City Plant for grass crop irrigation (on hold pending economy).
- Construct a 1.3 mgd scalping plant to provide Title 22 tertiary treatment for wastewater generated by future City growth to be used for the surface irrigation of residential landscaping, parks, playgrounds, schoolyards, and golf courses (on hold pending economy).
- Raise the levees surrounding the rapid infiltration basins at the City Plant and thereby increase the disposal capacity at this location to 4.3 mgd (completed).

The improvements will be conducted in three phases, the first phase, intended to meet the City's January 2010 Waste Discharge Requirement (WDR), was completed by December 2009 (Price, pers. comm.). Phases Two and Three will expand the treatment and disposal capacity of the City Plant to provide for future demands associated with growth. Phase Two and Three expansions will be implemented at future dates to be determined by the economy and growth rate and relative treatment and disposal needs of the City through build out of the General Plan.

Stormwater

The site is part of a watershed that drains the foothills of the Gabilan Range and the valley floor to the Salinas River. Drainage from the site discharges south across US 101 and enters Murphy's Pond, where it is stored and used for irrigation of the surrounding agricultural area or discharged to the Salinas River.

The mean annual precipitation is approximately 11 inches, which occurs between December and March. The highest average monthly rainfall is approximately 3 inches and occurs in January. The elevation of the site ranges from approximately 170 to 360 feet above msl. The site is moderately sloping; most of the project area lies on a grade of one to two percent.

Offsite drainage enters the site primarily from the northeast. The offsite drainage area is less than 400 acres. The offsite drainage above the prison is intercepted by a ditch and routed around the prison and into the detention basin. The peak runoff in the interceptor ditch during a 100-year return storm is estimated to be between 50 and 60 cubic feet per second. The offsite drainage ditch enters State property at the southwestern corner of the site. The offsite flow combines with the storm drainage from the CTF site and flows under US 101 (SVSP 2009).

Storm Drain System

CDCR owns 950 acres of property, of which 336 acres consist of the SVSP and approximately 36 acres consist of impervious areas (roads, buildings, paved areas). As much as is practicable, stormwater within SVSP is conveyed by overland flow. To minimize runoff flowing from large open areas onto paved surfaces and to channel water to existing swales, some culverts, catch basins, and storm drainpipes are utilized.

A detention basin is located east of the existing prison and its 22-acre-foot stormwater capacity reduces stormwater flows from SVSP and remaining State property to a rate comparable to the estimated capacities of the existing culverts under US 101. There has been no history of flooding in or around SVSP. In 2006 there were extremely heavy storms associated with an El Nino event that caused debris to clog storm drains under US 101 at the underpass of the entrance to the institution. The flooding was resolved after the drains were cleared by Caltrans (Wickiser, pers. comm.).

Part of the stormwater runoff is diverted to the original CTF wastewater ponds that were made available when all wastewater from the CDCR facilities was exported to the City of Soledad. Disposal of this diverted runoff is by percolation and evaporation (SVSP 2009).

Water Conservation Devices

The SVSP facility utilizes water conservation devices (such as flush control and low-flow devices) as appropriate. Based on CDCR analysis of available flow data from similar State facilities, wastewater and water flows have been reduced by 12 to 15 percent after installation of such devices. Low-flow toilets and faucets would be utilized in the proposed project. However, due to the small size and type of the proposed project additional types of water conservation measures (such as vacuum plumbing systems, or use of recycled water) are infeasible. The exact number of restrooms provided in the proposed EOP building is currently unknown, but would likely be less than ten. Further, inmate-cell lavatories are generally responsible for a large portion of water use at CDCR facilities, but the proposed project would not include any inmate cells.

Electricity, Natural Gas, and Solid Waste

Pacific Gas & Electric Company (PG&E) provides electricity. The PG&E facilities that serve the project site include the Camphora substation, which is fed by the Soledad substation located on the northern limits of Soledad, and two 60-kilovolt (kV) transmission lines that run in front of the project area. In addition, SVSP utilizes an onsite cogeneration plant for electric power generation.

Solid waste is hauled by Tri Cities Disposal and Recycling and is disposed at the Johnson Canyon Landfill, 2 miles east of the city of Gonzales. The landfill is owned and operated by the Salinas County Solid Waste Authority. SVSP has several recycling programs; between July 2008 and April 2009, the facility composted 225 tons of waste and recycled an additional 745 tons of materials. In May 2010, SVSP produced 125 tons of waste, composted 0.75 tons of materials and recycled 48 tons of materials.

Regulatory Context

The City of Soledad is required to operate its wastewater treatment plant in compliance with 1) the Waste Discharge Requirements (WDR) Order No. R3-2005-0074 issued by the RWQCB in May 2005; 2) an operating license issued by the County of Monterey; and 3) an operating license issued by the Monterey Bay Unified Air Pollution Control District (MBUAPCD). The 2005 WDR mitigates groundwater contamination concerns by requiring phased treatment improvements. The WDR required compliance with secondary treatments standards by January 2006 and compliance with tertiary treatment standards by January 2010. Accordingly, Soledad's new tertiary treatment plant has been in operation since December 2009. In addition, the SVSP has obtained a facility wide NPDES permit, from the RWQCB.

Discussion

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

Less Than Significant Impact. The CDCR facilities (SVSP and CTF) are authorized to discharge 2.1 mgd of wastewater to the City of Soledad's Wastewater Treatment Plant (WWTP). The City's WWTP is required to operate in compliance with Wastewater Discharge Requirement (WDR) Order No. R3-2005-0074, issued by the RWQCB in May 2005. With the recent improvements previously mentioned, the City met tertiary treatment standards by December 2009 as required by the WDR (Price, pers. comm.). Based on the proposed project time line, which anticipates project operation by 2013 and the completion of WWTP upgrades, the proposed project would not exceed wastewater treatment requirements; therefore, this is a less than significant impact.

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

Less Than Significant Impact. Water and wastewater facilities are discussed separately below.

Water Facilities

Water for SVSP is obtained from two onsite wells that draw water from the Salinas Valley Groundwater Basin, each with pump capacities of 2.16 mgd. While the Basin is currently in a condition of overdraft, the Salinas Valley Water Project (SVWP) was recently completed, which will

bring the Basin back into balance with an additional 1,000 acre-feet of annual surplus (approximately 890,000 gpd). SVSP is currently paying fair share cost fees to support the SVWP, and mitigation has been included in Section 3.9, Hydrology, which would require these fees to be updated to reflect the demands of the proposed project.

CDCR currently utilizes water-conservation devices at SVSP. In 2007, prior to the installation of the water conservation devices, SVSP was averaging approximately 281 million gallons of water per year, which equates to approximately 174 gpd (218 mgd/365 days/4,434 inmates). Currently, SVSP is averaging approximately 142 million gallons of water per year. As such, SVSP's water consumption has decreased by more than 100 million gallons. Using the current average water usage of the entire SVSP facility, the water usage per square foot of office, treatment, and administrative space (similar to the space included in the proposed EOP building) was derived. The proposed project is expected to increase water demands by 10,597 gpd (refer to Table 1). With the current average of nearly 501,700 gpd, the total demand including that of the proposed project (10,597 gpd) would be an estimated 512,297 gpd, an approximately two percent increase in total water demand.

SVSP's current RO filtration unit is able to treat and provide approximately 700,000 gallons of water per day (Wickiser, pers. comm.). The estimated demand including the proposed project (512,297 gpd) would be within the treatment capacity of the existing RO filtration unit. However, if the RO filtration unit fails, SVSP must import potable water supplies from the adjacent CTF facility. Although not directly associated with the proposed project, CDCR is currently pursuing funding for an additional RO unit to serve as a backup for the current system. The treatment plant was designed to house two RO units. An additional RO filtration unit could be installed within the existing building without requiring expansion of the existing treatment building (Wickiser, pers. comm.).

In summary, with the use of existing and proposed water-conservation measures, the completion of the SVWP, mitigation requiring the payment of associated fair share fees, and the ability to house an additional back-up RO unit within existing structures, no new or expanded water facilities are necessary for the proposed project. As such, impacts are less than significant.

Wastewater Treatment Facilities

According to SVSP (Wickiser, pers. comm.), SVSP currently produces approximately 560,000 gallons of wastewater per day. The proposed project would generate additional wastewater flows beyond what is currently generated by SVSP. Using a unit average daily wastewater flow of 0.43 gpd per square foot of office, treatment, administrative space, the proposed 27,171 EOP building would be expected to add an additional 11,684 gpd of wastewater. The new demand represents less than a two percent increase in current production rates and would be within the total allowable limitation of 2.1 mgd when combined with the current average mgd produced by SVSP and CTF. Thus, new or expanded wastewater facilities would not be required, resulting in a less than significant impact to wastewater facilities.

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

Less Than Significant Impact. As discussed in Section 3.9, Hydrology, the proposed project components would increase impervious surface coverage on SVSP by 1.59 acres, or approximately four percent, and would tie into the existing stormwater drainage facilities. According to preliminary drainage calculations prepared by a qualified civil engineer (Lusk, pers. comm.), the increase in impervious surface area would be negligible relative to the existing facility, and the existing stormwater catch basin would be sufficient to handle runoff from the proposed project. In addition, CDCR would contract with a registered civil engineer to design and implement a drainage plan that would safely retain, detain, and/or convey stormwater runoff. The plan shall be consistent with CDCR Design Criteria Guidelines and with the Construction General Permit. As such, impacts would be less than significant.

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

Less Than Significant Impact. See response to Question 3.17 (b) above. As discussed in Discussion b), with incorporated mitigation, SVSP would have sufficient supply to accommodate the increase in water demand resulting from the proposed project. Therefore, impacts relating to sufficient water supplies would be less than significant.

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

Less Than Significant Impact. See response to Question 3.17 (b) above. The City of Soledad allows CDCR to convey up to 2.1 mgd of wastewater to the City's WWTP. As discussed in Discussion b), above, the proposed project's demands would not exceed this limitation. As such, the wastewater treatment provider can adequately serve the proposed project.

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

Less Than Significant Impact. Solid waste is disposed of at the Johnson Canyon Landfill, approximately 3 miles east of the City of Gonzales. The Salinas Valley Waste Authority owns the Johnson Canyon Landfill. As of July 1, 2007, the remaining capacity of Johnson Canyon Landfill was approximately 6.9 million cubic yards (mcy), according to Integrated Waste Management Board Website (IWMP 2009). Johnson Canyon can accept at most 1,574 tons/day of solid waste and as of June 2009, averages approximately 900 tons of solid waste a day (Telles 2009). The permitted

maximum capacity of the landfill is 13.83 mcy and has an estimated closure date of December 21, 2040. SVSP reported approximately 125 tons of solid waste during the month of May 2010 averaging approximately 4 tons per day or 0.006 pounds per square foot of office, treatment, and administrative space (refer to Table 1). Using this estimation, the proposed project has been estimated to generate approximately 163 pounds per day of solid waste (27,171 sq ft multiplied by 0.006 pounds per day). The proposed project's approximated waste stream is a nominal percentage of Johnson Canyon Landfill's permitted daily waste intake. Additionally, SVSP has several recycling programs in place, including paper, metal, plastic, and concrete recycling, and business source reduction. Impacts related to solid waste disposal needs would be less than significant.

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

Less Than Significant Impact. The SVSP facility currently complies with all applicable federal, State, and local statutes and regulations related to solid waste and would continue to do so under the proposed project. As previously discussed, SVSP implements several recycling programs. Further, solid waste created by the construction and operation of the proposed project that diverted to the maximum extent feasible and is a small percentage of the overall waste production of the proposed project would be a small percentage of the overall waste production of the facility. As such, impacts related to solid waste regulation compliance would be less than significant.

Environmental Checklist

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
3.18 - Mandatory Findings of Significance				
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Does the project have environmental effects, which would cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Discussion

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

Less Than Significant With Mitigation. As evaluated in this IS/MND, the proposed project would not substantially degrade the quality of the environment; substantially reduce the habitat of a fish or wildlife species; cause a fish or wildlife population to drop below self-sustaining levels; threaten to eliminate a plant of animal community; reduce the number or restrict the range of an endangered, rare, or threatened species; or eliminate important examples of the major periods of California history of prehistory. Mitigation measures have been included herein to lessen the significance of potential impacts to raptors, migratory songbirds, previously undiscovered human remains and water supply. The CDCR has agreed to implement all required mitigation measures; therefore, less than significant impacts from project implementation would occur.

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

Less Than Significant With Mitigation. The State of California owns approximately 950 acres where the SVSP and adjacent CTF facility are located. Approximately 300 acres are used for the SVSP, while the remaining 650 acres are used for the CTF, other prison facilities, or provide a buffer zone for surrounding land uses. Cumulative air quality and traffic impacts, and the mitigation for each, are considered in Section 3.3, Air Quality and Section 3.16, Transportation/Traffic, in this IS/MND, respectively.

As described in the impact analyses in Sections 3.1 through 3.17 of this IS/MND, any potentially significant impacts of the proposed project would be reduced to a less than significant level following incorporation of the mitigation measures listed herein. Projects completed in the past have also implemented mitigation as necessary. No future improvements are currently identified at the SVSP facility. Accordingly, the proposed project would not otherwise combine with impacts of related development to add considerably to any cumulative impacts in the region, and impacts would be considered less than significant.

- c) Does the project have environmental effects, which would cause substantial adverse effects on human beings, either directly or indirectly?**

Less Than Significant With Mitigation. The proposed project would not directly or indirectly cause substantial adverse effects on human beings. Air Quality and/or noise would be the only avenues through which the project could have a substantial effect on human beings. However, all potential effects of the proposed project related to air quality and noise are identified as less than significant. The impact analysis included in this IS/MND indicates that for all other resource areas, the proposed project would either have no impact, no significant impact, or for impacts that would not affect human beings, less than significant impact with mitigation incorporated.

SECTION 4: SUMMARY OF MITIGATION MEASURES

4.1 - Biological Resources

MM BIO-1 To avoid any direct and indirect impacts to raptors and/or any migratory birds, construction activities adjacent to nesting habitat shall occur outside of the breeding season (approximately March 1 to August 31) for migratory birds and raptors. If construction activities adjacent to nesting habitat must occur during the breeding season, CDCR shall retain a qualified biologist to conduct a pre-construction survey to determine the presence or absence of nesting birds on and within 150 feet of the construction and staging areas and nesting raptors within 300 feet of the construction and staging areas. The pre-construction survey must be conducted no greater than one month prior to the start of construction, and a follow up survey must be conducted no less than 10 calendar days prior to the start of construction. Results of both surveys must be submitted to CDCR for review and approval prior to initiating any construction activities. If nesting birds are detected by the CDCR-approved biologist's pre-construction survey, a biological monitor shall be present on-site during construction to minimize construction impacts and ensure that no nest is removed or disturbed until all young have fledged. Construction activity may occur within a buffer established by the monitoring biologist in consultation with CDCR.

4.2 - Cultural Resources

MM CUL-1 If a potentially significant cultural or paleontological resource is encountered during subsurface earthwork activities for the proposed project, all construction activities within a 50-foot radius of the find shall cease until a qualified archaeologist or paleontologist determines whether the resource requires further study. CDCR shall require a standard inadvertent discovery clause in every construction contract to inform contractors of this requirement. Any previously undiscovered resources found during construction shall be recorded on appropriate Department of Parks and Recreation (DPR) forms and evaluated for significance in terms of CEQA criteria by a qualified archaeologist in consultation with CDCR and Office of Historic Preservation (OHP). Potentially significant cultural resources consist of but are not limited to stone, bone, glass, ceramic, wood, or shell artifacts; or features including hearths, structural remains, or historic dumpsites.

MM CUL-2 If human remains of any kind are encountered during earth-disturbing activities for the project, the Monterey County Coroner, the SVSP Warden (or Associate Warden), the CDCR Project Director, and a qualified archaeologist shall be notified. All work in the immediate vicinity or adjacent area shall stop immediately. If the remains are

determined to be Native American in origin, the Native American Heritage Commission shall be notified and would identify the Most Likely Descendent (MLD), who would be consulted for recommendations for treatment of the discovered remains (CEQA Guidelines Section 15064.5; Health and Safety Code Section 7050.5; Public Resources Code Sections 5097.94 and 5097.98).

4.3 - Geology/Soils

MM GEO-1 Before the approval of grading plans for all project components, CDCR shall have a final geotechnical subsurface investigation report prepared for the proposed project. The final geotechnical engineering report would address and CDCR shall implement recommendations on the following:

- Site preparation.
- Appropriate sources and types of fill.
- Road, pavement, and parking areas.
- Structural foundations, including retaining wall design.
- Grading practices.
- Erosion/winterization.
- Special problems discovered onsite (e.g., undiscovered excavations, groundwater or expansive/unstable soils).
- Slope stability.
- Earthquake resistant design.

In compliance with the California Building Code (CBC) and Appendix D of CDCR's Design Criteria Guidelines, the final geotechnical investigation shall include subsurface testing of soil and groundwater conditions and determine appropriate foundation designs. The final geotechnical investigation shall also make recommendations for earthquake-resistant design. If the geotechnical report indicates the presence of critically expansive soils or other soil problems that would lead to structural defect if not corrected, additional investigations may be required before construction activity may begin. This shall be noted on the project grading plans. Recommendations contained in the geotechnical engineering report will be noted on the grading plans and implemented as appropriate before construction activity begins. Design and construction of all new project components will be in accordance with the CBC. CDCR is responsible for providing for engineering inspection and certification that earthwork has been performed in conformity with recommendations contained in the report.

4.4 - Hydrology Water Quality

- MM HYD-1** Prior to operation of the proposed project, CDCR shall cooperate with the Monterey County Water Resources Agency (MCWRA) in recalculating SVSP's benefit assessment for the Salinas Valley Water Project (SVWP) to reflect the projected two percent increase in additional water demand. The fair share water fees will be utilized towards the implementation of the Salinas Valley Water Project (SVWP).

4.5 - Transportation/Traffic

- MM TRAF-1** Prior to construction of the proposed project CDCR shall be responsible for payment of the identified equitable share responsibility costs, specifically for improving the intersection of US 101 Northbound Ramp and Soledad Prison Road from a one-way stop to an all-way stop. CDCR shall confer with the TAMC, primarily with its member agency, the County of Monterey, to agree upon CDCR's equitable fair share responsibility of costs for: (i) improving the intersection of US 101 Northbound Ramp and Soledad Prison Road from a one-way stop to an all-way stop; and (ii) the single additional trip on the US 101 Northbound freeway segment during the AM peak hour under the Cumulative Plus Project Scenario.

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