

**Initial Study and Proposed Mitigated Negative Declaration
Psychiatric Services Unit (PSU) Office and Treatment
Space
California State Prison - Sacramento (CSP SAC)**

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
Psychiatric Services Unit (PSU) Office and Treatment Space
California State Prison - Sacramento

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 the Psychiatric Services Unit (PSU) Office and Treatment Space at California State Prison, Sacramento (CSP SAC). The proposed project consists of two components: (1) the construction of an approximately 17,395-sq ft building for the PSU office and treatment space; and (2) the construction of a new 50-space parking lot. The proposed project would not increase the inmate population at CSP SAC. Facility staffing would increase by up to 115 new employees, increasing total staff at CSP SAC from 1,760 to approximately 1,875. New employees would work between the hours of 7 a.m. and 7 p.m.

The primary purpose of the proposed project is to bring CDCR into compliance with a 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 2013.

Project Location: The proposed office and treatment building would be built within the existing CSP SAC boundary; the proposed parking lot would be constructed within the Folsom State Prison (FSP) property boundary. CSP SAC is located at 300 Prison Road within the incorporated city limits of Folsom in Sacramento County, California. CSP SAC is located on a State-owned, 1,200-acre parcel that includes CSP SAC and FSP. Built adjacent to FSP, CSP SAC was originally opened in 1986 as "New Folsom." In October 1992, its name was changed to "California State Prison, Sacramento," and it now operates separately from FSP. CSP SAC property is bordered by East Natoma Street to the south and southeast, FSP and Lake Natoma to the west, and Folsom Lake Crossing to the north and northeast. Folsom Lake and Dam are located directly beyond Folsom Lake Crossing.

Environmental Effects: CDCR has prepared an IS/Proposed 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.

Where You Come In: As lead agency under CEQA, CDCR is releasing the IS/Proposed 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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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:

Folsom Public Library
Georgia Murray Building
411 Stafford Street
Folsom, CA 95630

Norman R. Siefkin Public Library
1970 Broadstone Parkway
Folsom, CA 95630

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

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

**Psychiatric Services Unit (PSU) Office and Treatment Space
California State Prison – Sacramento (CSP SAC)
*SCH To Be Assigned***

Project: **Psychiatric Services Unit (PSU) Office and Treatment Space
California State Prison – Sacramento (CSP SAC)**

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

Project Description: The proposed project consists of two components: (1) the construction of an approximately 17,395-sq ft building for the PSU office and treatment space; and (2) the construction of a new 50-space parking lot. The PSU building may include individual and group therapy rooms, a classroom, office space for clinicians, staff restrooms, and inmate toilets. The PSU building would be an onsite non-residential mental health care facility for CSP SAC inmates; the project would not result in an increase in inmate population at CSP SAC. Associated improvements would include the extension or rerouting of existing water, sewer, and electrical infrastructure to the proposed building. The proposed project, including the proposed parking area and construction staging area, would encompass approximately 1.5 acres.

This project is included in the CDCR's Division of Correctional Health Care Services' (DCHCS) May 26, 2009 and November 6, 2009 plans to meet the long-range mental health needs as ordered by the Federal *Coleman* Court on behalf of the plaintiff class. The intent of the DCHCS Mental Health Services Delivery System (MHSDS) is to advance the CDCR's mission to protect the public by providing timely, cost effective mental health service, thereby optimizing the level of individual functioning of mentally ill inmates. One component or level of care in the CDCR mental health services delivery system is the PSU, which provides treatment and programming to support the PSU population through the delivery of non-residential mental health services to inmate-patients who have been diagnosed with mental disorders. AB 900 (pursuant to Government Code 15819.40) authorizes CDCR to renovate existing facilities and construct new facilities to provide support services and programming space, as well as 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.

Because the proposed facility would provide non-residential mental health care for existing CSP SAC inmates only, it does not have the potential to increase the inmate population at CSP SAC. However, facility staffing would increase by up to 115 new employees, increasing the total staff at CSP SAC from 1,760 to approximately 1,875. Because the proposed facility is for onsite non-residential mental health care only, all of the additional employees associated with the facility would work between the hours of 7 a.m. and 7 p.m.

CDCR anticipates the construction of the proposed project would begin in late 2011, with an estimated completion date in Spring of 2013.

Project Location: The proposed office and treatment building would be built within the existing CSP SAC boundary; the proposed parking lot would be constructed within the Folsom State Prison (FSP) property boundary. CSP SAC is located at 300 Prison Road within the incorporated city limits of Folsom in Sacramento County, California. CSP SAC is located on a State-owned, 1,200-acre parcel that includes CSP SAC and Folsom State Prison (FSP). Built adjacent to FSP, CSP SAC was originally opened in 1986 as “New Folsom.” In October 1992, its name was changed to “California State Prison, Sacramento,” and it now operates separately from FSP. CSP SAC is bordered by East Natoma Street to the south and southeast, FSP and Lake Natoma to the west, and Folsom Lake Crossing to the north and northeast. Folsom Lake and Dam are located directly beyond Folsom Lake Crossing.

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 or land use and planning.
- The proposed project would have less-than-significant impacts on aesthetics, greenhouse gas emissions, hazards and hazardous materials, hydrology and water quality, mineral resources, noise, population and housing, 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 air quality, biological resources, cultural resources, geology and soils, and transportation and traffic.
- With the incorporation of mitigation measures, the project would have a less-than-significant contribution to cumulative environmental effects.
- The IS/MND reflects 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 are listed below:

Air Quality

To reduce potentially-significant impacts resulting in a localized and temporary potential exceedance of PM₁₀ or PM_{2.5} standards during construction, the following mitigation measures will be implemented:

MM AIR-1

The CDCR and/or the project’s construction contractor shall water all exposed construction surfaces at least two times daily or as often as needed for dust suppression for the duration of the construction period without causing runoff. Exposed surfaces include, but are not limited to, soil piles, graded areas, unpaved parking areas, staging areas, and access roads.

MM AIR-2

The CDCR and/or the project's construction contractor shall cover or maintain at least two feet of free board space on haul trucks transporting soil, sand, or other loose material on the construction site. Any haul truck that will travel on freeways or major roadways shall be covered.

MM AIR-3

The CDCR and/or the project's construction contractor shall avoid tracking dirt off the site where possible, and shall use wet power vacuum street sweepers to remove any visible trackout of mud or dirt onto adjacent public roads at least once a day for the duration of the construction period or as needed. The use of dry power sweeping or blowers is prohibited.

MM AIR-4

All construction related vehicle speeds on unpaved roads during construction will be limited to a maximum of 15 miles per hour.

MM AIR-5

The CDCR and/or the project's construction contractor shall pave all planned roadways, driveways, sidewalks and parking lots as soon as is feasible. In addition, the building pad shall be laid as soon as feasible, as determined by CDCR, after grading.

MM AIR-6

The CDCR and/or the project's construction contractor shall minimize idling time either by shutting equipment off when not in use or reducing the time of idling to a maximum of 5 minutes (as required by the State airborne toxics control measure [Title 13, Section 2485 of the California Code of Regulations]). The CDCR and/or the project's construction contractor shall provide clear signage that posts this requirement for workers and visitors/deliveries at the entrances to the site.

MM AIR-7

All construction equipment shall be maintained in proper working condition according to manufacturer's specifications. The equipment must be checked by a certified mechanic and determined to be running in proper condition before it is operated.

To reduce potentially-significant impacts resulting from the potential disturbance of naturally occurring asbestos (NOA) that may be located on the project site, the following mitigation measure will be implemented:

MM AIR-8

A site investigation shall be performed concurrently with the final geotechnical report required by Mitigation Measure GEO-1 to determine whether and where NOA is present in the soil and rock on the project site and/or areas that would be disturbed by the project. The site investigation shall include the collection of soil and rock samples by a California Registered geologist. If the site investigation determines that NOA is not present on the project site then the project applicant shall submit a Geologic Exemption as allowed under Title 17, Section 93105, Asbestos Airborne Toxic Control Measure for Construction, Grading, Quarrying, and Surface Mining (Asbestos ATCM). If the site investigation determines that NOA is present on the project site, then the project applicant shall submit an Asbestos Dust Control Plan including but not limited to control measures required by the Asbestos ATCM for approval by the Sacramento Metropolitan Air Quality Management District (SMAQMD). The project applicant shall submit the plan to the SMAQMD for review and approval before beginning any ground disturbance activity. SMAQMD approval of the plan must be received before ground disturbance occurs in any "areas moderately likely to contain NOA," as determined by the map in California Geological Survey's report titled Relative Likelihood for the Presence of Naturally Occurring Asbestos in Eastern Sacramento County, California. Upon approval of the Asbestos Dust Control Plan by the SMAQMD, the applicant shall ensure that construction contractors

implement the terms of the plan throughout the construction period. This measure shall be fully funded by the project applicant.

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

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 should 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 and raptors on or 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 should 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 are encountered during earth-disturbing activities for the project, all work in the adjacent area shall stop immediately and the Sacramento County Coroner's office shall be notified. If the remains are determined to be Native American in origin, the Native American Heritage Commission shall be notified and the most likely descendent will 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)

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 will address and CDCR will 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 soils 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.

The final geotechnical report shall also address the presence of naturally occurring asbestos as required by Section 93105 (c)(1) of the California Code of Regulations and Mitigation Measure AIR-8 of this IS/MND.

Recommendations contained in the geotechnical engineering report shall be noted on the grading plans and implemented as appropriate before construction activity begins. Design and construction of all new project components shall 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.

Transportation/Traffic

To reduce potentially-significant impacts related to intersection operations from the proposed project's additional 115 employees, the following mitigation measure shall be implemented:

MM TRAN-1

The proposed project shall be responsible for restriping the eastbound left-turn lane at the intersection of East Natoma Street / Prison Road to extend the turn lane from 200 feet to 300 feet (plus taper/transition). Should a funding mechanism be adopted by the City of Folsom for programmed improvements that include this intersection, the project will be eligible for repayment up to its calculated fair share contribution for the turn lane restriping (estimated at 8.6 percent for the AM peak hour).

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.

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

John Sharp, 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

°F	degrees Fahrenheit
µg/m ³	micrograms per cubic meter
AB	Assembly Bill
ALUC	Airport Land Use Commission
ARB	California Air Resources Board
ATCM	Air Toxic Control Measure
BMP	Best Management Practices
Cal OSHA	California Division of Occupational Safety and Health
CAP	Climate Action Plan
CBC	California Building Code
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
CFP	California Fully Protected
CH ₄	methane
CHABA	Committee of Hearing, Bio-Acoustics, and Bio-Mechanics
CHP	California Highway Patrol
CLUP	Comprehensive Land Use Plan
CNPS	California Native Plant Society
CO	carbon monoxide
CO ₂	carbon dioxide
CSP SAC	California State Prison - Sacramento
CWHR	California Wildlife Habitat Relationship System
DCHCS	Division of Correctional Health Care Services
DPM	diesel particulate matter
DPR	Department of Parks and Recreation
DTSC	Department of Toxic Substances Department
EMS	emergency medical services
ESA	Endangered Species Act
FEMA	Federal Emergency Management Agency
FMMP	Farmland Mapping and Monitoring Program
FSP	Folsom State Prison
GHG	greenhouse gas
HCP	Habitat Conservation Plan
HFC	hydrofluorocarbons
HVAC	Heating ventilation and air conditioning

IS	Initial Study
LEED	Leadership in Energy and Environmental Design
LOS	level of service
MBA	Michael Brandman Associates
MBTA	Migratory Bird Treaty Act
mgd	million gallons per day
MHSDS	Mental Health Services Delivery System
MMTCO ₂ e	million metric tons of CO ₂ equivalent
MND	Mitigated Negative Declaration
MOU	Memorandum of Understanding
MPH	miles per hour
MRZ	Mineral Resource Zone
MSDS	Material Safety Data Sheets
msl	mean sea level
N ₂ O	nitrous oxide
NOA	naturally occurring asbestos
NO _x	oxides of nitrogen
NPDES	National Pollutant Discharge Elimination System
NRCS	Natural Resources Conservation Service
OHP	Office of Historic Preservation
OPR	California Office of Planning and Research
PA	public announcement
PFC	perfluorocarbons
pga	peak ground acceleration
PM	particulate matter
ppm	parts per million
ppv	peak particle velocity
PRC	Public Resources Code
PSU	Psychiatric Services Unit
ROG	reactive organic gases
RWQCB	Regional Water Quality Control Board
SACMET	Sacramento Regional Travel Demand Model
SACOG	Sacramento Area Council of Governments
SF ₆	sulfur hexafluoride
SMAQMD	Sacramento Metropolitan Air Quality Management District
SMUD	Sacramento Municipal Utility District
SOI	Sphere of Influence
sq ft	square foot, square feet
SRCSD	Sacramento Regional County Sanitation District
SRWTP	Sacramento Regional Wastewater Treatment Plant

SSC	California Species of Special Concern
SVAB	Sacramento Valley Air Basin
SWPPP	Storm Water Pollution Prevention Plan
SWRCB	State Water Resources Control Board
TIA	Traffic Impact Analysis
TMDL	Total Maximum Daily Load
URBEMIS	Urban Emissions Model
US	United States
USFWS	US Fish and Wildlife Service
USGBC	US Green Building Council
WBWG	Western Bat Working Group

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 California State Prison - Sacramento (CSP SAC) is to assist in bringing CDCR into compliance with the District Court's order (also referred to as 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 CSP SAC.

The proposed project consists of two components: (1) the construction of an approximately 17,395-square-foot (sq ft) building for the Psychiatric Services Unit (PSU) office and treatment space; and (2) the construction of a new 50-space parking lot. Construction is expected to begin in late 2011, with an estimated completion date in Spring 2013.

The proposed project is one of several that would be funded through Assembly Bill (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 State Public Works Board approved the Establishment of Scope, Schedule and Budget for the proposed project in February 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 additional facilities. One such facility has been identified for implementation at CSP SAC. Given the requirements of the District Court's order in

the *Coleman* case and the restrictions of CSP SAC'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 adherence to building standards. 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. 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.

Accordingly, CDCR has completed this IS/MND for the proposed project in compliance with CEQA. This document shows that the proposed project will not have a significant adverse impact on the environment with the inclusion of proposed mitigation measures. CDCR is circulating this IS/MND for public comment to solicit the public's views on how CDCR can meet its obligation to provide adequate mental health care to inmates at CSP SAC 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 21000, et seq.), the State CEQA Guidelines (California Code of Regulations Section 15000, et seq.), and the Office of Planning and Research (OPR) changes to the Appendix G Checklist (effective March 18, 2010), which requires the analysis of greenhouse gas emissions. An Initial Study 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 to be written. 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) has prepared this 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 Thresholds and Significance), 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 to:

John Sharp, Senior Environmental Planner
California Department of Corrections and Rehabilitation
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Sacramento, CA 95827
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If you have questions regarding the proposed project, you may call John Sharp at 916-255-3013 or email john.sharp@cdcr.ca.gov. The deadline for submitting comments on the IS/MND is October 11, 2010. Electronic comments may be sent to john.sharp@cdcr.ca.gov by close of business on October 11, 2010, or if you wish to send a 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:

Folsom Public Library
Georgia Murray Building
411 Stafford Street
Folsom, CA 95630

Norman R. Siefkin Public Library
1970 Broadstone Parkway
Folsom, CA 95630

1.3 - Summary of Findings

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

Based on the issues evaluated in Section 3, it was determined that the proposed project would have no impact related to the following issue areas:

- Agriculture and Forest Resources
- Land Use / Planning

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

- Aesthetics
- Greenhouse Gas Emissions
- Hazards / Hazardous Materials
- Hydrology / Water Quality
- Mineral Resources
- Noise
- Population / 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 included in Section 4, Summary of Mitigation Measures:

- Air Quality
- Biological Resources
- Cultural Resources
- Geology / Soils
- Transportation / Traffic

1.4 - Environmental Permits

The proposed project may require the following permit 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). Operation of the proposed project would be covered by CSP SAC's existing general stormwater industrial permit (No. 97-03-DWQ) issued by the 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 Thresholds and Discussion. This section presents an analysis of a range of environmental issues identified in the CEQA Environmental Checklist and determines 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/MND, as well as permits that may be required.

Section 5: References. This section lists the references used in the 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 CSP SAC is included in the May 26, 2009 and November 6, 2009 CDCR Division of Correctional Health Care Services' plans to meet the long-range mental health needs as ordered by the federal District Court in the *Coleman* case. These plans are intended to bring CDCR into compliance with the federal *Coleman* Court order by calling for CDCR to construct and operate new mental health facilities at several prison sites, including the CSP SAC.

The proposed project consists of two components: (1) the construction of an approximately 17,395-sq ft building for the PSU office and treatment space; and (2) the construction of a new 50-space parking lot.

2.2 - Project Location

CSP SAC is located at 300 Prison Road within the incorporated city limits of Folsom in Sacramento County, California. CSP SAC is located on a State-owned, 1,200-acre parcel that includes CSP SAC and Folsom State Prison (FSP). Adjacent to FSP, CSP SAC was originally opened in 1986 as "New Folsom." In October 1992, its name was changed to CSP SAC, and it now operates separately from FSP. CSP SAC is generally bound by East Natoma Street to the south and southeast, FSP and Lake Natoma to the west, and Folsom Lake Crossing to the north and northeast. Folsom Lake and Dam are located directly beyond Folsom Lake Crossing. Regional location and vicinity maps are presented in Exhibit 1 and Exhibit 2, respectively.

The proposed PSU building would encompass approximately 17,395 sq ft within the No Mans Land area southeast of CSP SAC facility housing unit B9B within the existing patrol road inside the existing perimeter security fence. The Administrative Segregation building that was constructed in 2003 lies to the south. A construction staging area would be temporarily located to the northwest of Quad B within the facility's secure perimeter.

The proposed 50-space parking lot site is located outside of CSP SAC's secure perimeter fence and within the FSP property boundary. The parking lot would be located west of CSP SAC's C-Quad and east of FSP's Camp Represa, a minimum security facility. A construction staging area for the proposed parking lot would be temporarily located directly adjacent to the proposed parking lot area,

also within the FSP property boundary. The proposed parking lot area and adjacent construction staging area encompass approximately 40,000 sq ft.

2.3 - Need and Order for the Proposed Project

This project is included in the CDCR's Division of Correctional Health Care Services' (DCHCS) May 26, 2009 and November 6, 2009 plans to meet the long-range mental health bed needs as ordered by the Federal *Coleman* Court on behalf of the plaintiff class. The intent of the DCHCS Mental Health Services Delivery System (MHSDS) is to advance the CDCR's mission to protect the public by providing timely, cost effective mental health service, thereby optimizing the level of individual functioning of mentally ill inmates. One component or level of care in the CDCR mental health services delivery system is the PSU, which provides treatment and programming to support the PSU population through the delivery of non-residential mental health services to inmate-patients who have been diagnosed with mental disorders. AB 900 (pursuant to Government Code 15819.40) authorizes CDCR to renovate existing facilities and construct new facilities to provide support services and programming space, as well as 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.

2.4 - Project Objectives

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

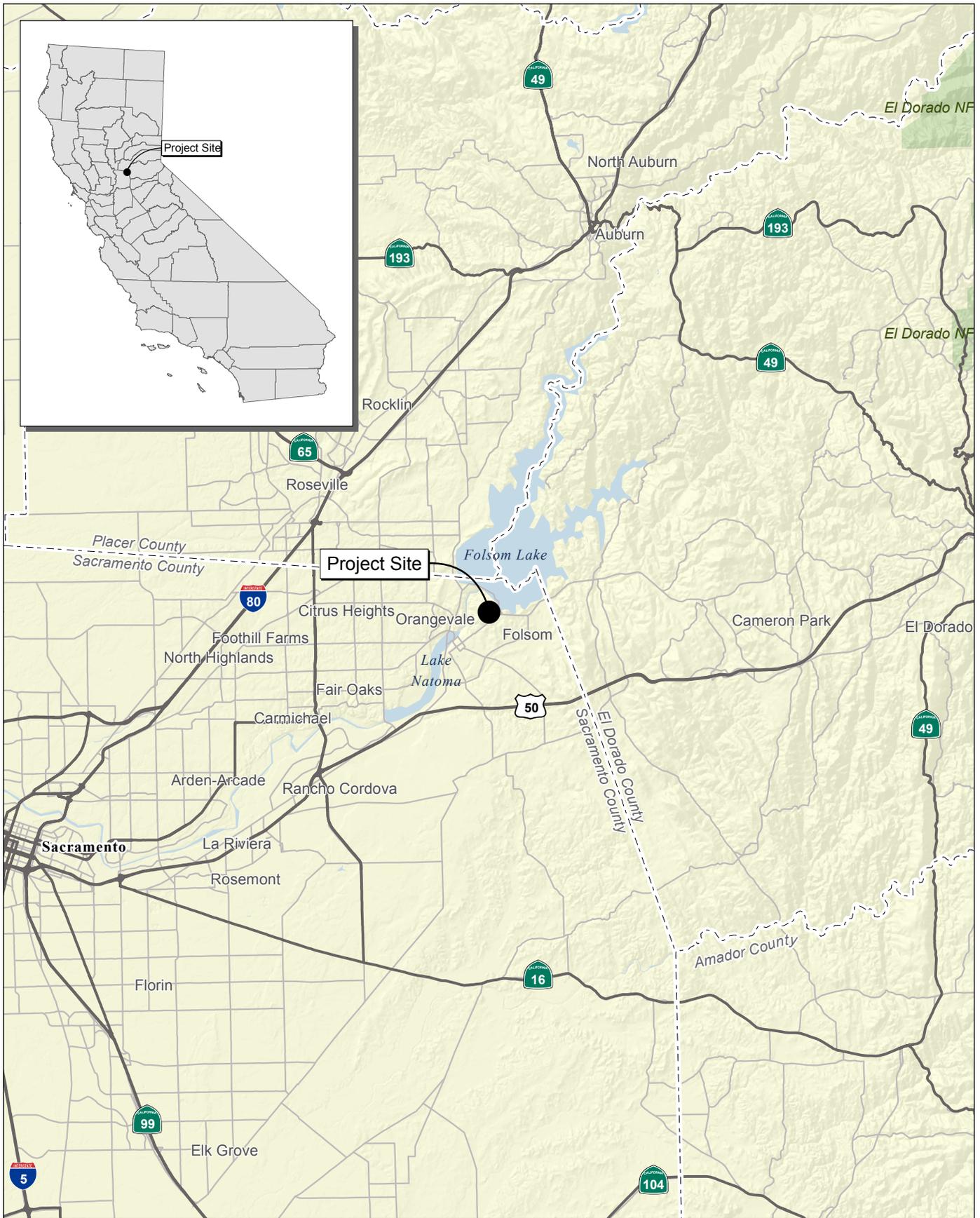
- Comply with the federal *Coleman* Court order to provide constitutionally adequate mental health care.
- Provide a facility that is sufficiently sized to accommodate non-residential mental health care needs for the CSP-SAC inmate population.
- Ensure that CDCR's safety and security criteria are met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

2.5 - Description of Proposed Facilities

The proposed project consists of two components: (1) the construction of an approximately 17,395-sq ft building for the PSU office and treatment space; and (2) the construction of a new 50-space parking lot.

PSU Office and Treatment Space

The PSU building would consist of a one-story 17,395-sq ft building constructed on a concrete slab on grade with appropriate reinforced concrete footings/foundations. The building's exterior structure would be constructed of fully reinforced and grouted concrete masonry units.



Source: Census 2000 Data, The CaSIL, MBA GIS (2010).



Exhibit 1 Regional Location Map

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INITIAL STUDY AND PROPOSED MITIGATED NEGATIVE DECLARATION



Source: NAIP for Sacramento County (2009); ESRI (2008).



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Exhibit 2 Local Vicinity Map Aerial Base

Interior treatment areas would also be constructed of concrete masonry units, while office areas would be constructed with steel frame. The roof deck would be made of composite corrugated steel decking and lightweight concrete topping. Heating ventilation and air conditioning (HVAC) equipment would be rooftop mounted. The building would include individual and group therapy rooms, a classroom, office space for clinicians, staff restrooms, and inmate toilets. An exact description and configuration of facilities inside the building is not available at this time. Inmate patients would not be housed in the PSU building. Exhibit 3 illustrates the location of the proposed PSU building.

Site Preparation

Prior to the construction of the PSU building, grading would be required to cut into the existing slope at the proposed building's site. An approximately 6 to 8-foot retaining wall would be constructed along the building's northeast and southeast sides to avoid conflict with the existing 48-inch storm drain, roadway, and secure perimeter fence east of the building site.

Access

Access to the PSU building would be provided through an existing portal located between Housing Unit B9B and B9A. A 5-foot wide walkway flanked on each side by security fence would cross the existing roadway and connect to the PSU building's entrance. The 5-foot wide walkway would continue around the perimeter of the building. Two double leaf security gates would allow emergency access at the existing roadway.

Utilities and Infrastructure

Utilities would be provided to the PSU building via connections to existing onsite services. Water would be provided via a connection to an existing 10-inch water main adjacent to the building site. A new wastewater line would be constructed to connect directly into the existing wastewater manhole on the north side of the proposed building site. Telephone and data communication systems would be extended from adjacent buildings.

CSP SAC's existing electrical substation has limited capacity to serve the site. Accordingly, additional improvements would be required to provide electricity to the PSU building. A new 400-KW transformer will tap the existing primary feed west of the building site. Pending coordination with Sacramento Municipal Utility District (SMUD), new substation equipment, electrical distribution conduit and conductors, manholes, pullboxes, and switchgear would also be constructed. Emergency power would be provided to the PSU building through existing institutional emergency power. No emergency backup generator is included for this building. An array of photovoltaic panels would be constructed on the PSU building's roof; however, the exact number of panels and potential energy savings is unknown at this time.

Facility Staffing

The proposed project would require the addition of approximately 115 staff positions, resulting in a 6.5 percent increase of total CSP SAC staff (from 1,760 to approximately 1,875 staff positions) after project completion. All additional staff would work between the hours of 7 a.m. and 7 p.m. because the proposed facility is for onsite non-residential mental health care only and would not require shifts to occur at night. The proposed project would not increase the existing inmate population.

Parking Lot

A new 50-space parking lot would be constructed outside of the secure perimeter fence, west of CSP SAC and within the FSP property boundary. The site consists of disturbed compacted soils and is currently being used for storage and parking. An existing concrete pad and walkway would be removed and up to three electrical poles may need to be relocated prior to construction. A construction staging area would be located directly adjacent to the parking lot site. Combined, the parking lot and construction staging area would disturb approximately 40,000 sq ft. New permanent lighting would be provided in the form of six 30-foot high poles with dual-head 250-watt, high-pressure sodium lights. The light poles would be distributed evenly throughout the lot. Exhibit 3 indicates the location of the proposed parking lot.

Emergency Contingency Plans

CSP SAC 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 CSP SAC Emergency Operations Plan. The Folsom Prison Fire Department provides fire protection, emergency medical services (EMS), and ambulance transport service for both FSP and CSP SAC. The existing Emergency Operations Plan would not need to be updated to reflect the elements of the proposed project.

2.6 - Project Construction

CDCR anticipates the construction of the proposed project would begin in late 2011. For the purposes of this IS/MND, it has been assumed that construction would take no longer than 16 months and would be completed in 2013.

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 pre-cast panels, structural steel framing members, metal decking, and mechanical systems on the roof.

From 5 to 20 site workers would be involved in project construction at any given time. Construction work shifts would generally occur between 6 a.m. and 4 p.m., Monday through Friday.

The construction staging area for the proposed project is expected to be located to the northwest of Quad B within the facility's secure perimeter (Exhibit 3). This staging area would be used for approximately 16 months during project construction. The staging area for the proposed parking lot would be located adjacent to the existing parking area outside of the secure perimeter fence. Both staging areas would be used for construction vehicles, equipment, and material storage. A small amount of fuels, lubricants, and solvents may be stored in these areas. Temporary fencing would surround the PSU building staging area. Parking for construction workers would be provided at the proposed parking lot, prior to its construction, and in the existing visitor parking area. Construction workers would be bused or van pooled to the PSU building site from parking areas.

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 CSP SAC facility consistent with the requirements of the General 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 stormwater 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 General 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 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).

LEED Certification

Leadership in Energy and Environmental Design (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 US 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.



Source: NAIP for Sacramento County (2009); ESRI (2008); Kitchell Capital Expenditure Managers (2010).



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Exhibit 3 Proposed Project Components

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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 to 30 percent better in terms of energy efficiency than non-LEED buildings.

SECTION 3: ENVIRONMENTAL THRESHOLDS AND DISCUSSION

Project Information	
1. Project Title	Psychiatric Services Unit Office and Treatment Space, CSP SAC
2. Lead Agency Name and Address	California Department of Corrections and Rehabilitation 9838 Old Placerville Road, Suite B, Sacramento, CA 95827
3. Contact Person and Phone Number	John Sharp, Senior Environmental Planner 916-255-3013
4. Project Location	300 Prison Road, Represa, CA 95671 (located within incorporated limits of Folsom, CA)
5. Project Sponsor's Name and Address	California Department of Corrections and Rehabilitation 9838 Old Placerville Road, Suite B, Sacramento, CA 95827
6. General Plan Designation	Public
7. Zoning	Agricultural Reserve District (A-1-A)
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 who 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 and Forestry 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 checked="" type="checkbox"/>	None with Mitigation		

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 2010. High-resolution photographs were taken from representative viewpoints in the surrounding vicinity. A portion of the following discussion is based on information obtained from the site visit and photographs.

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 CSP SAC facility is located in the City of Folsom in northeastern Sacramento County (Exhibit 2). Northeastern Sacramento County is highly urbanized, consisting of the incorporated cities of Folsom and Citrus Heights, and the communities of Fair Oaks, Orangevale, and North Highlands. Folsom Lake and Dam are located directly north of the CSP SAC facility. Folsom Dam is a concrete dam flanked on each side by earthen dams, totaling approximately 9 miles in length. When full, Folsom Lake consists of 10,000 acres of surface water and 75 miles of shoreline. The Folsom Dam spillway is the beginning of the lower American River, which borders the western side of the CSP SAC and FSP grounds.

Visual Setting

CSP SAC is located on a State-owned, 1,200-acre parcel that includes the CSP SAC facility and FSP. CSP SAC is located adjacent and to the east of FSP, which has been in operation since 1880. These facilities are located in the northern portion of Folsom, north of East Natoma Street, south of Folsom Lake Crossing and west of the American River. Urbanized areas surround the 1,200-acre parcel with the exception of Folsom Lake and Dam to the north.

Both CSP SAC and FSP are set back behind rolling hills, more than 0.25 mile northwest of East Natoma Street. The combination of the setback and intervening topography obscures views of the facilities from East Natoma Street and adjoining land uses. Background views of the facility can be seen from across the American River Canyon, and from the American River Bike Trail; however, FSP dominates these views, limiting views of the CSP SAC facility further to the east. Middle ground views of both prison facilities are relatively unobstructed from Folsom Lake Crossing. Views of the existing prison facilities from the surface of Folsom Lake are entirely obstructed by Folsom Dam.

The proposed PSU building and parking lot would be located directly adjacent to existing CSP SAC and FSP facilities and structures. Exhibit 3 provides an aerial photograph of the project site and its surroundings. As shown in Exhibit 3, CSP SAC is a large facility consisting of several separate buildings. The PSU building would be constructed southeast of Housing Unit B9B and B9A on the eastern side of the CSP SAC facility (Exhibit 4). The new 50-space parking lot would be constructed on the western side of the CSP SAC facility outside of the secure perimeter fence on FSP property in an area currently used for equipment and vehicle storage.

Sensitive Viewsheds

Sensitive viewsheds in the area would consist of those from the American River Bike Trail, located west of the prison facilities across the American River Canyon. However, FSP screens views of both the PSU building and parking lot sites from this location. Accordingly, no sensitive viewsheds are present.



Photograph 1: Photo of Proposed PSU building site from North of the SAC facility.



Photograph 2: View of PSU building site looking north at B-Quad.



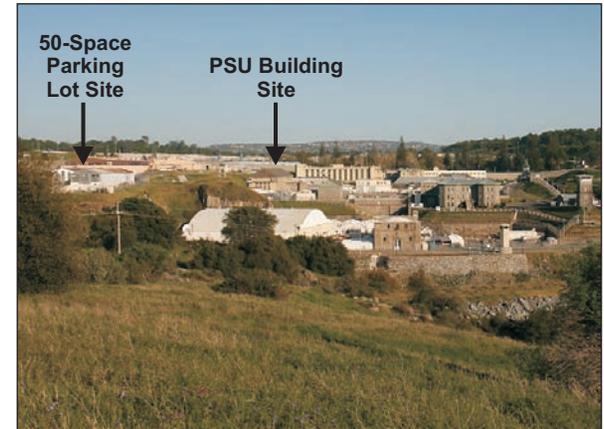
Photograph 3: View east of PSU building site.



Photograph 4: View south of PSU building site.



Photograph 5: View of proposed parking lot looking south.



Photograph 6: Folsom Prison from near American River Bike Trail.

Source: Michael Brandman Associates (2010).



Michael Brandman Associates

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Exhibit 4 Site Photographs

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INITIAL STUDY AND PROPOSED MITIGATED NEGATIVE DECLARATION

Discussion

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

No Impact. The proposed project would consist of a one-story 17,395-sq ft building and a 50-space parking lot within CDCR's existing CSP SAC and FSP facilities. The building would be consistent in character, design, and height with other existing buildings and would not block views of the surrounding hillsides as seen from outside the prison facility. As such, the proposed project would not have an adverse effect on a scenic vista.

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

No Impact. There are no State designated scenic highways near the project site. Accordingly, no impact would occur.

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 consists of open space on the State-owned 1,200-acre property, Folsom Dam, the American River Canyon, and urbanized areas of Folsom (Exhibit 2). The CSP SAC facility and FSP influence the character of the immediate site vicinity (Exhibit 4). The proposed PSU building would be consistent in character, design, and height of the existing CSP SAC buildings. The proposed parking lot would be located in an area currently used for equipment storage and vehicle parking within the FSP property boundary. As such, the project components would be consistent with the existing institutional buildings and facilities. The addition of a 17,395 sq ft building and 50-space parking lot would be a relatively minor addition to the existing large prison facility. Accordingly, no substantial change would occur to the visual character or quality of the site and its surroundings. Impacts 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 six 30-foot tall lights at the new parking lot. Lighting fixtures would also be located on the exterior of the PSU building. Full power illumination would take place during the evening hours with reduced (half power) illumination after 10:00 p.m. Existing high-mast lighting would not be altered. Newly added lighting would be consistent with CDCR Design Criteria Guidelines to minimize spillover light into surrounding properties. However, all nearby properties are a part of the prison facilities and similarly lighted. The addition of lighting would not increase the intensity of illumination in and around CSP SAC. 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

Agricultural production is a multi-million dollar industry in Sacramento County with 2008 crop production values estimated at \$357 million (Sacramento County 2009b). According to the Farmland and Mapping Monitoring Program’s 2008 inventory, approximately 369,264 acres of farmland are located in Sacramento County (FMMP 2010). Wine grapes were the leading agricultural crop in 2008, valued at \$67.37 million. Other leading crops include milk, nursery stock, Bartlett pears, poultry, and corn (Sacramento County 2009b). Currently, there are no agricultural operations within the CSP SAC facility.

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,” “Unique Farmland” or “Farmland of Statewide Importance.” The project site is designated by the FMMP as Urban and Built-up Land and Other Land (FMMP 2008). 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 for the site. There are no lands surrounding the project site under Williamson Act contract. The project site is designated “Public” by the City of Folsom General Plan and as “Agricultural Reserve District (A-1-A)” by the Folsom Zoning Ordinance. The A-1-A zoning designation is identified as a holding classification for future urban development and public buildings, such as the existing prison facility is an allowed use. The proposed project is consistent with the land use and zoning designations and is not expected to encourage the non-renewal or cancellation of other contracted lands. No impact would occur.

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. The PRC section 12220(g) defines forest land 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 by PRC 4526 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 previously disturbed lands within a State correctional facility and 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.

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 CSP SAC facility would take place within the existing prison property boundary and would only function to serve prison inmates and employees. The proposed land use is consistent with both the Folsom General Plan land use and zoning designations. No farmland or forest land 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 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 checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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 Sacramento Valley Air Basin (SVAB). Regional and local air quality in the SVAB is impacted by topography, dominant airflows, location, and season. The SVAB is bounded by the north Coast Ranges on the west and Northern Sierra Mountains on the east. The intervening terrain is flat, and the area is often described as a bowl-shaped valley. The Sacramento Valley has a Mediterranean climate, characterized by hot, dry summers and mild, rainy winters. The mountains surrounding the Sacramento Valley create a barrier to airflow, and air pollutants can become trapped in the valley when meteorological conditions are right and a temperature inversion exists.

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 for the 10 air pollutants designated in the California Clean Air Act. The 10 State air pollutants consist of

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

Health effects of the criteria pollutants may be found in the Sacramento Metropolitan Air Quality Management District's (SMAQMD) 2009 Guide to Air Quality Assessment in Sacramento County (Guide), as discussed below.

Sacramento County is designated as non-attainment for the State and federal ozone, PM₁₀, and PM_{2.5} standards. Therefore, the pollutants of concern for the project area are primarily ozone and particulate matter (PM). Monitoring data indicates that the area meets the federal PM₁₀ standards; however, SMAQMD must request a redesignation to attainment and submit an air quality maintenance plan to be formally designated as attainment.

Elevated levels of ozone, PM, and CO are seasonal in nature. 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 reactive organic gases (ROG). The conditions for ozone formation are prevalent during the summer when thermal inversions are most likely to occur. PM 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.

Existing local air quality, historical trends, and projections of air quality are best evaluated by reviewing relevant air pollutant concentrations near the project area. SMAQMD operates an air monitoring station in Folsom, just over a mile southwest of the project site. Table 1 summarizes the Folsom-Natoma Street ambient air monitoring station (Folsom-Natoma Station) measurements of 1-hour and 8-hour ozone, 1-hour nitrogen dioxide, and PM_{2.5}. However, the Folsom-Natoma Station has inadequate coverage for PM_{2.5} to report federal measurements. The nearest station that measures daily PM₁₀ and has PM_{2.5} coverage is the Roseville-North Sunrise Boulevard station operated by ARB and located approximately 7 miles northwest of the project site. The nearest stations that measure CO are the Sacramento-Del Paso Manor station and North Highlands-Blackfoot Way station, located approximately 12 miles southwest and 11.5 miles west of the project, respectively. The CO data from the Sacramento-Del Paso Manor station is provided below in Table 1.

Table 1 summarizes 2007 through 2009 published monitoring data from ARB's Aerometric Data Analysis and Management System for the Folsom-Natoma, Roseville-North Sunrise Boulevard, and Sacramento-Del Paso Manor ambient air monitoring stations.

Table 1: Ambient Air Quality Monitoring Summary

Air Pollutant	Averaging Time	Measurement/Standard	Year		
			2007	2008	2009
Ozone	1 Hour	Max 1 Hour Measurement (ppm)	0.129	0.166	0.120
		Days above CAAQS of 0.09 ppm	13	38	24
	8 Hour	Max 8 Hour Measurement (ppm) ¹	0.123	0.123	0.104
		Days above CAAQS of 0.070 ppm	34	65	47
		Days above NAAQS of 0.075 ppm	21	50	35
Carbon monoxide	1 Hour	Max 1 Hour Measurement (ppm) ²	4.14	3.56	3.96
	8 Hour	Max 8 Hour Measurement (ppm)	2.90	2.49	2.77
		Days above CAAQS of 9.0 ppm	0	0	0
		Days above NAAQS of 9 ppm	0	0	0
Nitrogen dioxide	1 Hour	Max 1 Hour Measurement (ppm) ¹	0.049	0.042	0.038
		Days above CAAQS of 0.18 ppm	0	0	0
Particulate matter (PM ₁₀)	24 Hour	Est. Annual Average Measurement (µg/m ³) ¹	17.7	22.7	17.9
		Max 24 Hour Measurement (µg/m ³) ¹	45.0	73.9	33.6
		Est. Days above CAAQS of 50 µg/m ³	0	6	0
		Est. Days above NAAQS of 150 µg/m ³	0	0	0
Fine particulate matter (PM _{2.5})	24 Hour	Annual Average Measurement (µg/m ³) ³	8.3	10.0	8.5
		Max 24 Hour Measurement (µg/m ³) ³	30.0	60.0	22.6
		Measured Days above NAAQS of 35 µg/m ³	0	1	0
Abbreviations: > = exceed ppm = parts per million µg/m ³ = micrograms per cubic meter Max = maximum Est. = Estimated CAAQS = California Ambient Air Quality Standards NAAQS = National Ambient Air Quality Standards 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: California ARB 2010a.					

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 defined as 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 CSP SAC, 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.

SMAQMD 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 SMAQMD recommends that its air pollution thresholds be used to determine the significance of project emissions. These thresholds for oxides of nitrogen (NO_x) and reactive organic gases (ROG) are contained in SMAQMD’s 2009 Guide to Air Quality Assessment in Sacramento County (Guide), are presented in Table 2, and are discussed further under each impact section below.

Table 2: Ozone Precursor Thresholds

Pollutant	Construction Phase	Operational Phase
NO _x	85 pounds/day	65 pounds/day
ROG	NONE	65 pounds/day

Source: SMAQMD, 2009.

The SMAQMD’s criteria for determining a project’s cumulative impact is as follows:

If a project’s emissions would be less than the individual project-level thresholds of significance (as listed above), the project would not be expected to result in a cumulatively considerable contribution to a significant cumulative impact. However, an exceedance of the project-level thresholds does not necessarily constitute a significant cumulative impact.

Discussion

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

Less Than Significant Impact. This impact is related to regional criteria pollutant impacts. Sacramento County is designated nonattainment for the State 1-hour and 8-hour and the federal 8-hour Ambient Air Quality Standards (AAQS) for ozone. The Sacramento Regional Ozone Attainment Plan (Ozone Attainment Plan) was developed by the air districts in the Sacramento Region to bring the region into attainment, and is the applicable air quality plan for the project. The State Implementation Plan assumes annual increases in air pollutant emissions resulting from regional growth (including construction-generated emissions) anticipated according to local land use plans (e.g., general plans, regional transportation plans). The Ozone Attainment Plan also assumes the incremental increase in emissions will be partially offset through the implementation of stationary, area, and indirect source control measures contained within the Ozone Attainment Plan.

Per the SMAQMD's Guide, construction generated NO_x and operational generated ROG and NO_x are used to determine consistency with the applicable air quality plan. The Guide states:

By exceeding the District's mass emission thresholds for operational emission of ROG or NO_x, the project would be considered to conflict with or obstruct implementation of the District's air quality planning efforts.

Further, the SMAQMD's Guide poses the following question for air quality plan consistency:

Would the project involve a change in a land use designation established by the applicable local land use plan and/or general plan?

As shown in Section 3.3, Discussions b) and c) below, the project is projected to result in less than significant impacts to air quality from construction generated NO_x and operational generated ROG and NO_x. In addition, the project is consistent with the project site zoning and designation. Therefore, the project would result in a less than significant impact for applicable attainment plan consistency.

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

Less Than Significant With Mitigation. This impact is related to localized and regional criteria pollutant impacts. Potential localized impacts would be exceedances of State or federal standards for PM_{2.5}, PM₁₀ or CO. The pollutant of regional concern is ozone. Ozone is not emitted directly into the air, but is a regional pollutant formed by a photochemical reaction in the atmosphere. Ozone precursors, ROG and NO_x, react in the atmosphere in the presence of sunlight to form ozone. Therefore, the SMAQMD does not have a recommended ozone threshold, but has regional thresholds of significance for operational ROG and NO_x.

Construction

As stated in the SMAQMD's Guide, projects that meet the following two conditions are considered by SMAQMD to not have the potential to exceed or contribute to the County's PM₁₀ (and, therefore, PM_{2.5}) exceedance; thus, the PM₁₀ emission concentrations would be considered a less than significant impact to air quality if:

1. The project would implement all the Basic Construction Emission Control Practices, and
2. The maximum daily disturbed area would not exceed 15 acres.

The proposed project would involve grading activities on a total of approximately 1.5 acres. However, the project does not incorporate the Basic Construction Emission Control Practices, as recommended by the SMAQMD. Therefore, the project does not meet the two criteria above, and is considered potentially significant. Incorporation of Mitigation Measures AIR-1 through AIR-7 would

ensure the Basic Construction Emission Control Practices are implemented and would reduce the significance of construction-generated PM_{2.5} and PM₁₀ to less than significant.

Operation

SMAQMD has developed screening levels to help determine when additional analysis is necessary to determine significance for operational ROG and NO_x emissions. The operational screening levels developed by SMAQMD represent the size of development by land use type at which the SMAQMD's operational emissions threshold of significance for ROG and NO_x would not be exceeded. The screening levels do not contain a land use type for correctional facilities. However, per Section 4.3.1 of the Guide, correctional facilities (prisons or jails) have mobile source emission parameters similar to that of hospitals, and area source emissions similar to multi-family residential land uses. The screening levels for hospitals and apartments (low rise) are 250,000 sq ft and 505 dwelling units, respectively. The proposed project's PSU building would be less than 18,000 sq ft and contains no dwelling facilities. Therefore, the proposed PSU building falls below the applicable screening threshold. The SMAQMD's Guide states, "emissions from operation of projects below the screening levels presented in the table would have a less-than-significant impact on air quality." Therefore, the project would not generate significant quantities of operational ROG or NO_x, and project-specific emissions modeling for operational ROG or NO_x is not required.

Localized high levels of CO (CO hotspot) are associated with traffic congestion and idling or slow-moving vehicles. The SMAQMD recommends a screening analysis to determine if a project has the potential to contribute to a CO hotspot. The screening criteria identify when site-specific CO dispersion modeling is not necessary, and contains two tiers. If a project meets the first screening tier, no additional analysis is needed. If a project does not meet the first screening tier, the second screening tier should be reviewed. The proposed project would result in a less than significant impact to air quality for local CO if (first screening tier):

- Traffic generated by the proposed project would not result in a deterioration of intersection level of service (LOS) to LOS E or F; or
- The project would not contribute additional traffic to an intersection that already operates at LOS of E or F.

As discussed in the Traffic Impact Analysis (TIA) prepared by MRO Engineers, the project is expected to generate 52 weekday AM peak hour trips and 31 weekday PM peak hour trips (Appendix C). Although the project is not anticipated to result in a deterioration of intersection LOS and the TIA found no significant project-related impacts to off-site intersection LOS, the project would contribute additional traffic to intersections projected to operate at a LOS E or worse under the Baseline plus Project Conditions and Cumulative plus Project Conditions scenarios. Therefore, the second screening tier shall be examined. Per the SMAQMD, if all the following criteria are met, the proposed project would result in a less-than significant impact to air quality for local CO:

- The project would not result in an affected intersection experiencing more than 31,600 vehicles per hour.
- The project would not contribute traffic to a tunnel, parking garage, bridge underpass, urban street canyon, or below-grade roadway; other locations where horizontal or vertical mixing of air would be substantially limited.
- The mix of vehicle types at the intersection is not anticipated to be substantially different from the County average (as identified by the EMFAC or URBEMIS models).

The maximum volume of any one intersection affected by project-generated traffic is 4,299 PM peak trips for the East Natoma Street/Folsom Lake Crossing intersection, as shown in the TIA, Figure 7. Therefore, the project meets the first criteria of the second screening tier. Further, the proposed project would not contribute traffic to a tunnel, parking garage, or similar location with substantially limited mixing of air. Finally, the mix of vehicle types at project-affected intersections would be substantially similar to the County average, and is not anticipated to substantially deviate from the County average fleet mix. Therefore, the proposed project meets the second screening tier, and would result in a less than significant impact to air quality for local CO.

Conclusion

In summary, the project would not generate a localized exceedance of the PM₁₀ or PM_{2.5} standards during construction after incorporation of Mitigation Measures AIR-1 through AIR-7 as adopted from the basic construction emission control practices included in the SMAQMD's Guide to Air Quality Assessment in Sacramento County (December 2009). The project would not significantly contribute to a CO hotspot, or localized exceedance of the PM₁₀ or PM_{2.5} standards during operation. The project would not significantly contribute to a regional ozone exceedance through emissions of ROG or NO_x during project operation. Impacts would be less than significant after mitigation.

- MM AIR-1** The CDCR and/or the project's construction contractor shall water all exposed construction surfaces at least two times daily or as often as needed for dust suppression for the duration of the construction period without causing runoff. Exposed surfaces include, but are not limited to, soil piles, graded areas, unpaved parking areas, staging areas, and access roads.
- MM AIR-2** The CDCR and/or the project's construction contractor shall cover or maintain at least two feet of free board space on haul trucks transporting soil, sand, or other loose material on the construction site. Any haul truck that will travel on freeways or major roadways shall be covered.
- MM AIR-3** The CDCR and/or the project's construction contractor shall avoid tracking dirt off the site where possible, and shall use wet power vacuum street sweepers to remove any visible trackout of mud or dirt onto adjacent public roads at least once a day for

the duration of the construction period or as needed. The use of dry power sweeping or blowers is prohibited.

MM AIR-4 All construction related vehicle speeds on unpaved roads during construction will be limited to a maximum of 15 miles per hour.

MM AIR-5 The CDCR and/or the project's construction contractor shall pave all planned roadways, driveways, sidewalks and parking lots as soon as is feasible. In addition, the building pad shall be laid as soon as feasible, as determined by CDCR, after grading.

MM AIR-6 The CDCR and/or the project's construction contractor shall minimize idling time either by shutting equipment off when not in use or reducing the time of idling to a maximum of 5 minutes (as required by the State airborne toxics control measure [Title 13, Section 2485 of the California Code of Regulations]). The CDCR and/or the project's construction contractor shall provide clear signage that posts this requirement for workers and visitors/deliveries at the entrances to the site.

MM AIR-7 All construction equipment shall be maintained in proper working condition according to manufacturer's specifications. The equipment must be checked by a certified mechanic and determined to be running in proper condition before it is operated.

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)?

Less Than Significant With Mitigation. The non-attainment pollutants of concern for this impact are ozone, PM₁₀ and PM_{2.5}. Ozone is not emitted directly into the air, but is a regional pollutant formed by a photochemical reaction in the atmosphere. Ozone precursors, ROG and NO_x, react in the atmosphere in the presence of sunlight to form ozone. Therefore, the SMAQMD does not have a recommended ozone threshold, but has regional thresholds of significance for project-emitted NO_x and ROG. The SMAQMD provides a detailed, multi-tiered screening procedure for determining potential for significant cumulative impacts in Chapter 8 of the Guide.

Construction

As stated in the SMAQMD's Guide, projects that are below the NO_x construction screening level table in the Guide would not exceed the SMAQMD's threshold of significance for NO_x. However, the screening level table should not be used to evaluate construction projects that involve cut and fill operations. As discussed in Section 2.5, Description of Proposed Facilities, grading would be required to cut into the existing slope at the proposed building's site. Therefore, the screening level

table cannot be used to screen the proposed project. URBEMIS2007 v9.2.4 (URBEMIS) was used by MBA to quantify project-generated construction. Construction of the proposed project is anticipated to begin in December 2011 and to be completed by the fall of 2013. However, the phasing of construction components is currently unknown. The following project-specific assumptions and modeling parameters were incorporated into the analysis.

Concrete Slab Removal Assumptions:

- Existing concrete slab would be removed. The concrete slab is assumed to be approximately 1,900 sq ft, and would be removed in one week.
- Excavation depth would be approximately 1.5 feet (208 cubic feet total volume).
- The URBEMIS default on-road hauling assumptions were used.

Parking Lot Construction Assumptions:

- Construction of a new 50-space parking lot.

CSP SAC Grading and Building Construction Assumptions:

- Approximately 2,500 cubic yards of soils and rock would be removed.
- Soils requiring removal would be utilized elsewhere on-site.
- Trenching for a total of 1,860 feet would occur to install replacement utilities.
- Construction would start in December 2011.
- The default URBEMIS construction phase types, phase lengths, and equipment mixes were used.

The SMAQMD does not have a recommended threshold for construction-generated ROG. As shown in Table 3, the proposed project would generate less than significant levels of the ozone precursors NO_x, particularly since these activities are not all occurring simultaneously (Table 3).

Table 3: Construction Emissions

Phase	NO _x Emissions (pounds per day)
Concrete Slab Removal	7.31
Parking Lot Construction	11.90
Trenching	16.46
CSP SAC Site Grading	23.48
CSP SAC Building Construction	8.02
CSP SAC Architectural Coatings	0.01

Table 3 (cont.): Construction Emissions

Phase	NO _x Emissions (pounds per day)
Maximum Emissions ¹	47.25 ²
SMAQMD Threshold	85
Significant?	No
Notes: ¹ Maximum emissions that would occur on any one day. The maximum emissions do not equal the summation of all phases (which would be 67.18 and well below the threshold of 85) due to the timing of construction phases, not all phases will occur at the same time. The maximum daily emissions are projected to occur in 2011, during concurrent activity for concrete slab removal, trenching, and site grading. ² The maximum emissions occur as a result of the overlap of concrete slab removal, trenching, and site grading activities. Source: URBEMIS Analysis, MBA 2010 (Appendix A).	

As shown in Section 3.3, Discussion b) above, the project would not exceed the threshold of significance for construction-generated PM₁₀ and PM_{2.5} after incorporation of SMAQMD’s Basic Construction Emission Control Practices. Mitigation Measures AIR-1 through AIR-7 incorporate those recommended measures.

Operation

As discussed in Section 3.3, Air Quality, Discussion b), above, the project would generate a less than significant impact for operational ROG and NO_x.

d) Expose sensitive receptors to substantial pollutant concentrations?

Less Than Significant With Mitigation. This discussion addresses whether the project would expose sensitive receptors to naturally occurring asbestos (NOA), toxic air contaminants, or criteria pollutants.

Naturally Occurring Asbestos

Rock formations containing NOA are known to be present in some areas of Sacramento County. The SMAQMD has identified the areas in Sacramento County where naturally occurring asbestos may be present. As noted in the California Geological Survey Special Report 192, Relative Likelihood for the Presence of Naturally Occurring Asbestos in Eastern Sacramento County, California, the project is located in an area that is “Moderately Likely to Contain NOA.” Per the SMAQMD’s Guide, if a project would be located in an area moderately likely to contain NOA, then the potential impact from NOA shall be considered potentially significant.

NOA is found in soils and rock that, when disturbed, can release potentially harmful asbestos into the air. SMAQMD has determined that properties located partially or totally within “Moderately Likely to Contain NOA” areas are subject to the requirements of Section 93105 of the California Code of

regulations and would be required to submit a dust mitigation plan that has been approved by SMAQMD (CGS 2006).

In July 2001, the ARB approved an Air Toxic Control Measure (ATCM) for construction, grading, quarrying and surface mining operations to minimize emissions of NOA. The regulation requires application of BMPs to control fugitive dust in areas known to have NOA and requires notification to the local air district prior to commencement of ground-disturbing activities. As discussed above, SMAQMD has incorporated the ATCM requirements by reference.

The ATCM establishes specific testing, notification and engineering controls prior to grading, quarrying or surface mining in construction zones where NOA is located on projects of any size. There are additional notification and engineering controls at work sites greater than one acre. These projects require the submittal of a “Dust Mitigation Plan” and approval by the SMAQMD prior to the start of the project.

Property may be considered exempt from the requirements of the ATCM if a geologic evaluation has been conducted by a registered geologist and establishes no asbestos is present in concentrations greater than or equal to 0.25 percent. This determination must be made by a registered geologist and submitted to the SMAQMD for review and approval prior to the start of the project.

Therefore, the proposed project is required to provide notification to SMAQMD and implement the BMPs provided in ARB’s Final Regulation Order for Asbestos ATCM. Implementation of BMPs would reduce the risk of adverse NOA exposure to less than significant. The CDCR may request exemption from the ATCM BMP requirements by providing a site-specific geologic evaluation to SMAQMD, as discussed above, that fulfills the requirements of ATCM Section 93105 (c)(1). Implementation of the suggested NOA mitigation measure contained in the SMAQMD’s Guide, which requires a site investigation, would reduce impacts associated with generation of fugitive dust that potentially contains NOA. If the site investigation determines that NOA is present on the project site, then implementation of a SMAQMD-approved dust control plan would reduce impacts related to construction in serpentinite soils. Implementation of Mitigation Measure AIR-8 would reduce the potentially significant impact associated with exposure to NOA during construction to a less-than-significant level.

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, such as DPM, are generally based on a 70-year period of exposure. Construction activities for the proposed project are expected to occur over 16 months. Fine grading activities, the primary source of construction-generated DPM, would occur over approximately 1.5 acres. URBEMIS’s assumed construction fleet for grading a project of this size consists of:

- 1 Grader.
- 1 Rubber-tired Bulldozer.
- 1 Tractor/Loader/Backhoe.
- 1 Water Truck.

The use of construction equipment would be temporary, the construction duration short, and the fleet relatively small. Based on the project type and Health Risk Assessments done for similar projects, exposure of sensitive receptors to DPM from construction would not represent a substantial health risk. In other reviewed projects, construction of a 200,225-square-foot commercial building would not result in unacceptable DPM emissions; therefore, construction of the proposed 17,395-square-foot PSU building would not result in unacceptable DPM emissions. 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 the 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. Even if the potential health risks were considered potentially significant during construction, the implementation of Mitigation Measures AIR-6 and AIR-7 would reduce the potential impacts to less than significant.

Criteria Pollutant Exposure

As shown in Section 3.3, Air Quality, Discussion b) above, the project would not create a localized exceedance of PM₁₀ or CO after incorporation of Mitigation Measures AIR-1 through AIR-7. In addition, the project would generate a less than significant impact for ozone precursors ROG and NO_x from construction and operation, as shown in Section 3.3, Air Quality, Discussions b) and c) above. Implementation of Mitigation Measure AIR-8 would reduce potential impacts from NOA. Therefore, the project would not expose sensitive receptors to substantial concentrations after mitigation.

MM AIR-8 A site investigation shall be performed concurrently with the final geotechnical report required by Mitigation Measure GEO-1 to determine whether and where NOA is present in the soil and rock on the project site and/or areas that would be disturbed by the project. The site investigation shall include the collection of soil and rock samples by a California Registered geologist. If the site investigation determines that NOA is not present on the project site then the project applicant shall submit a Geologic Exemption as allowed under Title 17, Section 93105, Asbestos Airborne

Toxic Control Measure for Construction, Grading, Quarrying, and Surface Mining (Asbestos ATCM). If the site investigation determines that NOA is present on the project site, then the project applicant shall submit an Asbestos Dust Control Plan including but not limited to control measures required by the Asbestos ATCM for approval by the Sacramento Metropolitan Air Quality Management District (SMAQMD). The project applicant shall submit the plan to the SMAQMD for review and approval before beginning any ground disturbance activity. SMAQMD approval of the plan must be received before ground disturbance occurs in any “areas moderately likely to contain NOA,” as determined by the map in California Geological Survey’s report titled Relative Likelihood for the Presence of Naturally Occurring Asbestos in Eastern Sacramento County, California. Upon approval of the Asbestos Dust Control Plan by the SMAQMD, the applicant shall ensure that construction contractors implement the terms of the plan throughout the construction period. This measure shall be fully funded by the project applicant.

e) Create objectionable odors affecting a substantial number of people?

Less Than Significant Impact.

Background Information

The following background information is from Chapter 7 (Odors) of SMAQMD’s Guide.

The nature of an odor relates to the type of facility producing the odor (e.g., wastewater treatment plant, landfill, or bakery), intensity of the odor source, and the frequency at which odors are generated. Individuals may be more sensitive to certain types of odors such as those from wastewater treatment plants, landfills, agricultural operations, or rendering plants. Odors generated by these types of sources are considered objectionable and offensive to many individuals.

Meteorological conditions affect the dispersion of odor emissions, which determines the exposure concentration of odiferous compounds at receptors. The predominant wind direction in an area influences which receptors are exposed to the odiferous compounds generated by a nearby source. Receptors located upwind from a large odor source may not be affected due to the produced odiferous compounds being dispersed away from the receptors. Wind speed also influences the degree to which odor emissions are dispersed away from any area.

Analysis

The proposed project would not alter the sewer treatment system that services CSP SAC. Operations of the proposed project would be similar to the baseline conditions in regards to odor. The proposed project would not produce or concentrate odiferous pollutants. No objectionable odors would result from this proposed project in relation to wastewater, as wastewater generated by CSP SAC is pumped to the Sacramento Regional Wastewater Treatment Plant in the city of Elk Grove for treatment and disposal.

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

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 type="checkbox"/>	<input checked="" 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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 CSP SAC site is located in California’s Central Valley at the base of the Sierra Nevada foothills. Temperatures range from July highs of 97 degrees Fahrenheit (°F) to January lows of 36.6°F. Average annual precipitation is 24.17 inches and falls as rain primarily between the months of October through April (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 upon 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 is referred to as urban in the CWHR. The PSU building site is within the existing lethal electrified fence surrounding the CSP SAC site. The vegetation associated with the PSU building site is mowed as part of the ongoing facility maintenance. Soils at the PSU building site are compacted and have been previously disturbed during construction of the Administrative Segregation Unit building, which was constructed in 2003. The area associated with the proposed PSU building is low in quality and provides limited habitat for wildlife species.

The proposed parking lot is located outside of the lethal electrified fence; however, it is also located within a disturbed area. The vegetation associated with the proposed parking area includes non-native weedy species such as slender oats (*Avena* sp.), storks bill (*Erodium* sp.), and brome (*Bromus* sp.). Soils at the proposed parking lot have also been disturbed due to the use of the area for storage of equipment and parking.

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).

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 U.S. or State of California. The setting 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:

- Folsom, California, 7.5-minute topographic quadrangle (USGS 1980).
- CDFG California Wildlife Habitat Relationship System (CWHR) (CDFG 2010a).
- California Natural Diversity Database (CNDDDB), RareFind 4 computer program for the Folsom and Clarksville, California 7.5-minute topographic quadrangles (CNDDDB 2010).
- California Native Plant Society Electronic Inventory of Rare and Endangered Plants for the Folsom and Clarksville, California 7.5-minute topographic quadrangles (CNPS 2010).
- United States Fish and Wildlife Service, Sacramento Office. Federal Endangered and Threatened Species that Occur in Folsom and Clarksville USGS 7.5-Minute Quads. (U.S. FWS 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 several lists provided in Appendix B. These lists were compiled from query results from CNDDDB, CNPS online inventory, as well as from a list obtained from the USFWS. CNDDDB-recorded occurrences of special-status plant species within 5 miles of the project site are shown in Exhibit 5.

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 included in several lists provided in Appendix B. These lists were compiled based on the USFWS list and query results from CNDDDB and CNPS.

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.

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.

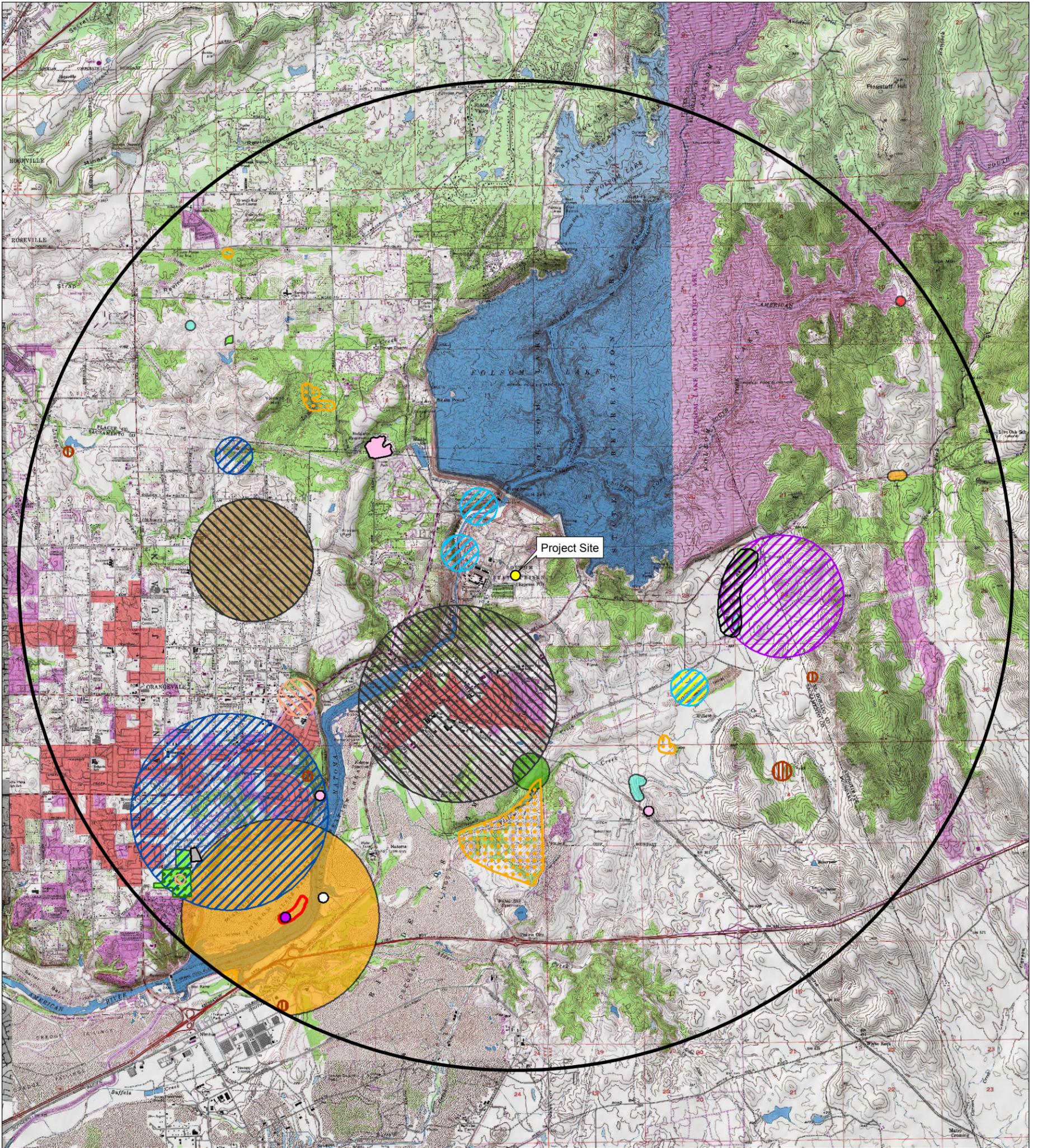
There are no additional sensitive biological resources within or immediately adjacent to any of the project components. There are no wetlands, native trees, or existing ornamental trees that would be removed during project construction.

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 MBTA and CDFG Code are considered potentially significant. Implementation of the Mitigation Measure BIO-1 would ensure potential impacts are less than significant.



Source: TOPO! USGS Roseville (1992), Rocklin (1981), Pilot Hill (1978), Citrus Heights (1992), Folsom (1980), Clarksville (1980), Carmichael (1992), Buffalo Creek (1980) & Folsom SE (1980); CDFG CNDDB Data (May 2010).

- | | | |
|---|--|--|
| Project Site | merlin (<i>Falco columbarius</i>) | CNDDB Listed Plant Species |
| 5 Mile Radius | pallid bat (<i>Antrozous pallidus</i>) | Common Name (Scientific Name) |
| CNDDB Listed Wildlife Species | silver-haired bat (<i>Lasionycteris noctivagans</i>) | Brandegee's clarkia (<i>Clarkia biloba ssp. brandegeae</i>) |
| Common Name (Scientific Name) | tricolored blackbird (<i>Agelaius tricolor</i>) | Sacramento Orcutt grass (<i>Orcuttia viscida</i>) |
| California linderiella (<i>Linderiella occidentalis</i>) | valley elderberry longhorn beetle (<i>Desmocerus californicus dimorphus</i>) | pincushion navarretia (<i>Navarretia myersii ssp. myersii</i>) |
| California red-legged frog (<i>Rana draytonii</i>) | vernal pool fairy shrimp (<i>Branchinecta lynchi</i>) | CNDDB Listed Plant Communities |
| Cooper's hawk (<i>Accipiter cooperii</i>) | western pond turtle (<i>Actinemys marmorata</i>) | Common Name |
| Ricksecker's water scavenger beetle (<i>Hydrochara rickseckeri</i>) | western spadefoot (<i>Spea hammondi</i>) | Northern Hardpan Vernal Pool |
| great blue heron (<i>Ardea herodias</i>) | white-tailed kite (<i>Elanus leucurus</i>) | Valley Needlegrass Grassland |
| great egret (<i>Ardea alba</i>) | | |

MM BIO-1 To avoid any direct and indirect impacts to raptors and/or any migratory birds, construction activities adjacent to nesting habitat should 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 and raptors on or 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 should 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. There are no riparian habitats or other natural communities identified within the project site in local or regional plans, policies, and regulations or by the CDFG or USFWS. No impacts would occur.

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?

No Impact. There are no State or federally regulated wetlands or drainage features as defined by Section 404 of the Clean Water Act or Section 1600 of the CFG Code within the project site. No impacts would occur.

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. Due to the disturbed nature of the project site and the perimeter fencing, development will not 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 impacts would occur.

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

Less Than Significant With Mitigation. The County of Sacramento has a Swainson's hawk ordinance. However, the project site is located east of the known recorded occurrences of this species. Nonetheless, suitable nesting and foraging habitat for this species does occur within the project site. The City of Folsom's General Plan Goal 25 identifies Swainson's hawk as a biological resource to be protected. Implementation of Mitigation Measure BIO-1 would ensure any potential impacts to Swainson's hawk (included as a raptor) would be less than significant. Accordingly, the proposed project would not conflict with any local policies or ordinance protecting biological resources.

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 the CSP SAC facility. 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 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

CSP SAC was opened in 1986 and is located directly adjacent to FSP. FSP was constructed using granite blocks mined directly from the site and received its first prisoners on July 26, 1880. FSP’s granite perimeter walls were not completed until sometime during the 1920s. Inmate laborers built the first dam and canal on the adjacent American River, which led to the first hydroelectric power generation for the Sacramento area (CDCR 2010).

The proposed PSU building would be constructed within the secure perimeter area north of the Administrative Segregation Building in an area that has been previously disturbed by construction and soil grading activities. The proposed parking lot would be located in an area that is currently used for parking and storage.

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. The CSP SAC facility has been extensively graded and disturbed over the years by previous excavations, trenching, and development projects. However, the project would require new grading to cut into the existing slope at the proposed PSU building site, and some ground disturbance at the proposed parking lot site, thereby potentially excavating previously undisturbed areas. Therefore, subsurface construction activities associated with the proposed project, such as trenching and grading, could potentially damage or destroy previously undiscovered historic or archaeological resources. Accordingly, Mitigation Measure CUL-1 is proposed to reduce this potentially significant impact to a less than significant level.

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. Due to the disturbed nature of the project site, unique paleontological resources or geologic features are not likely to occur. However, the project would require grading to cut into the existing slope at the proposed PSU building site, and some ground disturbance at the proposed parking lot site, thereby potentially excavating previously undisturbed areas where resource may be located. 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. Subsurface construction activities associated with the proposed project, such as grading, could potentially damage or destroy previously undiscovered human remains. Implementation of Mitigation Measure CUL-2 would reduce this potentially significant impact to a level of less than significant.

MM CUL-2 If human remains are encountered during earth-disturbing activities for the project, all work in the adjacent area shall stop immediately and the Sacramento County Coroner's office shall be notified. If the remains are determined to be Native American in origin, the Native American Heritage Commission shall be notified and the most likely descendent will 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)

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 type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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

CSP SAC is located in the lowest elevations of the western foothills of the Sierra Nevada Mountains near the transition area between the Great Valley and Sierra Nevada Geomorphic Provinces of California. Local topography is characterized by gently rolling hills and bluffs, with elevations ranging from a several feet to a several hundred feet above mean sea level (msl). The project site ranges from approximately 390 to 410 feet above msl.

According to the Sacramento County General Plan, the project site is underlain by Holocene Flood Plain and Past Deposits (Sacramento County 2004). According to the Natural Resources Conservation Service (NRCS) Web Soil Survey, soils at the PSU building site are Andregg coarse

sandy loam of 2 to 8 percent slopes. Soils at the parking lot site are Andregg-Urban land complex, of 2 to 8 percent slopes. Both soil types are well drained and originate from weathered granite.

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 (PRC 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 any known fault rupture from occurring on the project site. No impact would occur.

ii) **Strong seismic ground shaking?**

Less Than Significant 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 workmanship of the structure.

Ground motions from seismic activity can be estimated by a 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 Sacramento County General Plan, there are no major active faults in the County. The nearest faults include the Dunnigan Hills, Midland Faults to the west, and Foothill Fault System to the east. According to the CBC, the proposed project is located in an area that is considered seismically active (Seismic Zone 3). If unabated, structures may be at risk of failure during a seismic event.

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 will address and CDCR will 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 soils 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.

The final geotechnical report shall also address the presence of naturally occurring asbestos as required by Section 93105 (c)(1) of the California Code of Regulations and Mitigation Measure AIR-8 of this IS/MND.

Recommendations contained in the geotechnical engineering report shall be noted on the grading plans and implemented as appropriate before construction activity begins. Design and construction of all new project components shall 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?

No Impact. 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 strength 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. According to the Sacramento County General Plan, liquefaction hazards exist in the Downtown Sacramento and Delta areas. The proposed project is not located in either of these areas. Furthermore, the project site is not located on unconsolidated sediments, nor does it overlie a high water table. Accordingly, no impacts are expected to occur as a result of liquefaction.

iv) Landslides?

Less Than Significant With Mitigation. 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. The CSP SAC facility is located on relatively flat terrain ranging from approximately 390 feet to 410 feet above msl and contains previously graded soils. Areas of greater relief (e.g., cliffs near American River, Folsom Dam, and rolling hills) are located near the project site but are either not large enough to produce a substantial landslide or would not pose a direct threat to the project site should the unlikely event of a landslide occur. The PSU building site would require soil grading to remove a gently sloping area leading up to the prison's secure perimeter fence and the construction of an approximate 6 to 8-foot retaining wall would be required along the building's northeast and southeast sides. Resulting topography would be appropriately engineered as required by the final geotechnical investigation and Mitigation Measure GEO-1. The proposed retaining wall would be designed according to the CBC and site-specific requirements. Therefore, downslope displacement of soils would not be expected to occur and impact would be less than significant.

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

Less Than Significant Impact. The proposed project would disturb approximately 1.5 acres of land and would be constructed in an area that has previously been graded. 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 NPDES stormwater permitting programs overseen by the State Water Resources Control Board (SWRCB) and the Central Valley Regional Water Quality

Control Board (RWQCB) 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, 2009-0009-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 BMPs that ensure the reduction of these pollutants during stormwater discharges. Typical BMPs intended to control erosion include straw bales or wattles, sand bags, detention 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 With Mitigation. The proposed project is located on granitic materials and bedrock that are generally regarded as a stable geologic unit. 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 With Mitigation. Expansive soils are mainly comprised of clay. According to the NRCS Web Soil Survey, the proposed PSU building and parking lot sites are supported with Andregg coarse sandy loam and Andregg-Urban land complex, which both consist of 13.5 percent clay materials. Since clay is not the main component of the onsite soils, risks from expansion are expected to be low. 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.

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 that flows to SRCSD for treatment and disposal. As such, no impact to soils due to septic systems or alternative wastewater disposals 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 may be measured by changes 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 (GHGs). The effect is analogous to the way a greenhouse retains heat. Common GHGs include water vapor, carbon dioxide, methane, nitrous oxides, chlorofluorocarbons, hydrofluorocarbons, perfluorocarbons, sulfur hexafluoride, ozone, and aerosols. Natural processes and human activities emit GHG. The presence of GHGs in the atmosphere affects the earth’s temperature. Without the natural heat trapping effect of GHG, the earth’s surface would be about 3.4°C cooler (CAT 2006). However, it is hypothesized 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 GHGs, 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 GHGs from new motor vehicles (549 U.S. 497).

In April 2009, the EPA published a Proposed Endangerment and Cause or Contribute Findings for Greenhouse Gases under the Clean Air Act (Findings) (EPA 2009). The Findings state that the current and projected concentrations of the mix of six key greenhouse gases—CO₂, methane (CH₄), nitrous oxide (N₂O), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and sulfur hexafluoride (SF₆)—in the atmosphere threaten the public health and welfare of current and future generations. The EPA has determined that the combined emissions of CO₂, CH₄, N₂O, and HFCs from new motor

vehicles and motor vehicle engines contribute to the atmospheric concentrations of these key greenhouse gases and hence to the threat of climate change. The EPA Administrator signed these Findings on December 7, 2009. On December 15, 2009, the final Findings were published in the Federal Register as a rule. The final rule became effective January 14, 2010. The Findings do not in and of themselves impose any requirements on industry or other entities. However, the Findings represent a key step in establishing the EPA's authority to regulate greenhouse gases under the CAA.

There have been significant legislative and regulatory activities that directly and indirectly affect climate change and GHGs in California. The primary climate change legislation in California is AB 32, the California Global Warming Solutions Act of 2006. AB 32 focuses on reducing GHG emissions in California. GHGs, as defined under AB 32, include CO₂, CH₄, N₂O, HFCs, PFCs, and SF₆. AB 32 requires that GHGs emitted in California be reduced to 1990 levels by the year 2020. The California ARB is the State agency charged with monitoring and regulating sources of emissions of GHGs that cause global warming in order to reduce emissions of GHGs.

The ARB Governing Board approved the 1990 GHG 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 approved the Climate Change Scoping Plan (Scoping Plan) in December 2008. The Scoping Plan contains measures designed to reduce the State's emissions to 1990 levels by the year 2020. 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. The measures in the Scoping Plan will be in place by 2012. Most of the measures target the transportation and electricity sectors.

Emissions Inventories and Trends

California is the second largest contributor in the US of GHGs and the sixteenth largest in the world (CEC 2006). In 2004, California produced 500 MMTCO₂e (CEC 2007), including imported electricity and excluding combustion of international fuels and carbon sinks or storage. The 2004 California GHG inventory was approximately 7 percent of US emissions. According to the ARB's recent GHG inventory for the State, the single major source of GHGs in California is transportation, contributing 37 percent of the State's total GHG emissions in 2008. Electricity generation (both in and out of State) is the second largest source, contributing 25 percent of the State's GHG emissions. The statewide inventory of GHGs by sector for years 2000 through 2008, by even years, is provided in Table 4.

Table 4: California GHG Inventory 2000-2008

Main Sector*	Emissions MMTCO ₂ e				
	2000	2002	2004	2006	2008
Agriculture & Forestry	25.63	28.61	29.01	30.08	28.25
Commercial	12.80	14.44	13.20	13.01	14.69
Electricity Generation (Imports)	44.31	56.00	62.92	51.68	61.58
Electricity Generation (In State)	60.76	51.57	58.09	56.99	55.74
Industrial	104.56	103.57	97.76	97.80	100.03
Not Specified	8.72	10.26	11.85	13.18	14.02
Residential	30.13	29.35	29.34	28.46	28.45
Transportation	171.13	180.36	181.71	184.11	174.99
Total	458.04	474.16	483.88	475.31	477.75
Notes: * Excludes military sector, aviation, and international marine bunker fuel. Source: ARB 2010b.					

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.
- Expansion of the range and increased frequency of pest outbreaks.

Cooling of the climate may have the opposite 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 would generate up to 115 new employees.

The proposed project may contribute to climate change impacts through its contribution of GHGs. The proposed project would generate a variety of GHGs during construction and operation, including several defined by AB 32, such as CO₂, CH₄, and N₂O. The proposed project would emit GHGs such as CO₂, CH₄, and N₂O from the exhaust of equipment and the exhaust of vehicles for employees, visitors, and hauling trips.

The proposed project may also emit GHGs that are not defined by AB 32. For example, the proposed project may generate aerosols from diesel particulate matter exhaust. Aerosols are short-lived GHGs, 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). The proposed project would emit nitrogen oxides and volatile organic compounds, which are ozone precursors. Ozone is a GHG; however, unlike the other GHGs, ozone in the troposphere is relatively short-lived and is being reduced in the troposphere on a daily basis.

Certain GHGs defined by AB 32 would not be emitted by the project. PFCs and SF₆ are typically used in industrial applications, none of which would be used by the project. Therefore, it is not anticipated that the proposed project would emit PFCs or SF₆.

The project would emit GHGs 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 project. Upstream emission sources for the 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 project and to do so would be speculative at this time. Additionally, the California Air Pollution Control Officers Association's White Paper on CEQA & 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.

GHGs 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 162 MTCO_{2e} over the life of the 16-month construction phase.

The primary concern for GHGs is the project’s long-term operational emissions. GHG emissions from the proposed project during 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. The best available information on future electricity and water consumption of the project was estimated. An array of photovoltaic panels would be constructed on the PSU building’s roof to supplement the building’s energy supply. 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 GHG emissions for the proposed project is presented below. The emissions are estimated and are converted to metric tons of MTCO_{2e} using the following formula:

$$\text{MTCO}_2\text{e} = (\text{tons of gas}) \times \text{GWP} \times (0.9072 \text{ metric tons of gas})$$

Project operations are calculated to generate approximately 587 MTCO_{2e} per year after full buildout in 2013 and are provided in Table 5. Project-generated emissions are expected to decrease over time. Projected energy consumption rates were not readily available at the time of the GHG analysis. Therefore, the energy consumption at the existing facility was utilized as a proxy. The proposed project’s PSU building would be built with the goal of meeting LEED Silver standards or equivalent. Therefore, the proposed project would be more energy efficient than the existing facility.

Table 5: Operational CO₂ Generation (Year 2013)

Source	Emissions (tons per year)			MTCO _{2e} per year
	Carbon Dioxide	Nitrous Oxide	Methane	
Motor Vehicles	462	0.02	0.04	425
Natural Gas	25	0.00	0.01	23
Indirect Electricity	146	0.00	0.01	133
Water Transport	7	0.00	0.00	6
Total	640	0.02	0.06	587

Notes:
MTCO_{2e} = metric tons of carbon dioxide equivalent, converted to tons per year by multiplying by the global warming potential (GWP) of the gas and by 0.9072. GWPs: 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.
Source: URBEMIS Analysis, MBA 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 operational emissions resulting from the project reflect the very low levels of vehicle activity and area emissions associated with the project would be minimal. Area emissions are expected to be generated by natural gas consumption. In addition, emission 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 be designed to meet and obtain the US Green Building Council’s LEED Certification for New Construction, assuring minimal energy use and, therefore, further minimizing emissions from operations. Given the minimal GHG emissions associated with the proposed project and the design elements to reduce emissions, the proposed project would not considerably contribute to GHG emissions and, therefore, would not significantly contribute to climate change. Impacts would be less than significant.

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

Less Than Significant Impact. Neither the City of Folsom nor the SMAQMD have adopted plans, policies, or regulations for reducing GHG emissions. The County of Sacramento released a draft Climate Action Plan (CAP) in May 2009 (Sacramento County 2009a). The Draft CAP, also identified as the Phase 1 CAP, contains the GHG emissions inventory for the incorporated and unincorporated portions of the county as well as the inventory for county government operations. In addition, the Draft CAP identifies existing and potential actions to reduce GHG emissions from transportation, energy, water management, waste management and recycling, agriculture, and open space. However, a Final CAP has not been adopted. Therefore, the applicable adopted law is AB 32, and the applicable plan is the Scoping Plan adopted by ARB, as discussed previously under Environmental Setting above.

The Scoping Plan states, “The 2020 goal was established to be an aggressive, but achievable, mid-term target, and the 2050 GHG 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 GHG 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 GHGs in 2050 to levels that would stabilize the climate.

Construction of the proposed project is estimated to generate CO₂. However, AB 32 requires that GHG 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 project’s construction would not contribute to year 2020 emissions. Therefore, construction emissions would not conflict with the AB 32 Scoping Plan.

As discussed in the Environmental Setting, the Scoping Plan identifies recommended measures for multiple GHG 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 GHG 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 GHG 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.
- 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 GHGs emitted by passenger vehicles and light duty trucks. The only measure directly applicable to the proposed project is energy 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 (discussed above), the proposed project would incorporate energy efficiency through water efficiency, recycling, and source reduction measures currently used by the CSP SAC facilities. In addition, the project would be designed to meet and obtain the USGBC's LEED certification for new construction, assuring minimal energy use, further minimizing direct and indirect GHG emissions from project operations. All inmate toilet and lavatory combination fixtures have been converted to a water-efficient system that controls the number of flushes that can occur within an hour. In addition, the CSP SAC facility (along with FSP) operates a recycling and salvage program for metal, cardboard, and white paper, resulting in a 70 percent reduction of solid waste delivered to landfills. Finally, the CSP SAC facility reduces the consumption of new materials through source reduction measures, such as using reusable cups and trays, use of electronic forms, and double-sided copies.

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 BMPs 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 GHGs for the following reasons:

- The project would generate low levels of GHGs at project buildout (see Section 3.7, Greenhouse Gasses, Discussion a) above).
- The project would continue the water efficiency, recycling, and source reduction measures enacted by the CSP SAC facility.
- The project would be designed to meet and obtain the USGBC's LEED Certification for New Construction. Therefore, the project would enact the applicable Scoping Plan recommended measure of energy efficiency.

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 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 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 checked="" type="checkbox"/>	<input type="checkbox"/>

Environmental Setting

The proposed project site was an ancillary area of FSP until the CSP SAC facility was constructed and opened in 1986. In 2003, the PSU building site was temporarily used for construction staging and storage during the development of the administrative segregation building to the south. The parking lot site has been historically used for various storage and parking needs.

A visual inspection of the project area for hazardous materials was conducted on April 27, 2010 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 CSP SAC personnel.

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, hospital supplies and waste. 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's SWPPP and associated BMPs would include spill prevention and cleanup measures applicable to hazardous waste. The proposed project would be in accordance with the CSP SAC facility's Sacramento County approved Hazardous Materials Business Plan, which 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 (MSDSs) 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.

As noted in the Sacramento County General Plan's EIR, the project is located in an area that is "Moderately Likely to Contain Naturally Occurring Asbestos (NOA)." NOA is found in soils and rock that, when disturbed, can release potentially harmful asbestos into the air. The SMAQMD Air Pollution Control Office has determined that properties located partially or totally within "Moderately Likely to Contain NOA" areas are subject to the requirements of Section 93105 of the California Code of regulations and would be required to submit a dust mitigation plan that has been approved by SMAQMD. As discussed in Section 3.3, Air Quality, Discussion d), the project is required by SMAQMD to comply with ARB's Air Toxic Control Measure (ATCM), thereby ensuring the submittal and approval of a dust mitigation plan and BMPs that would reduce impacts related to NOA to a less than significant level.

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 the St. John Notre Dame School, approximately 0.5 mile south of 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?

Less Than Significant Impact. CSP SAC is not listed as a Resource Conservation and Recovery Act (RCRA) generator of hazardous wastes according to the EPA's Envirofacts database (EPA 2010). In addition, CSP SAC is not listed on California's Department of Toxic Substances Control (DTSC) Hazardous Waste and Substances List (DTSC 2010) or the EPA's Superfund National Priorities List (EPA 2010). The adjacent FSP is listed on California's DTSC Hazardous Waste and Substances List due to chemicals used in the manufacturing of license plates, cannery wastewater, and scrap metal disposal. Soil remediation is complete and groundwater monitoring is ongoing. Deed restrictions have been implemented to limit development to adult housing and restrict the use of groundwater. The proposed project is not located within the FSP, would not provide any housing, and does not include the use of groundwater. Accordingly, implementation of the project would not create a hazard to the public or the environment and impacts 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 result in a safety hazard for people residing or working the project area?

No Impact. The nearest airports to the project site are the Cameron Airpark, located more than 8 miles to the east, Mather Airport, located 11 miles to the southwest, and McClellan Airfield, located more than 12 miles to the west. Cameron Airpark does not have an adopted airport land use plan, but is more than 2 miles from the CSP SAC facility and does not present any safety hazards to the project site. McClellan Airfield and Mather Airport's Comprehensive Land Use Plans (CLUPs) are provided by the Sacramento Area Council of Governments (SACOG). In addition, the Airport Land Use Commission's (ALUC's) Policy Plan includes policies to ensure public health, safety, and welfare through the adoption of land use standards that minimize the public's exposure to safety hazards related to aviation. Because the project site is not located within the CLUPs for Mather Airport or McClellan Airfield, related safety hazards are not a concern and 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 CSP SAC 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 CSP SAC 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?

Less Than Significant 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. The project site is not located within or adjacent to a State Responsibility Area managed by the California Department of Forestry (CDF); therefore, the site is not ranked by 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 "moderate" in terms of wildland fire risk (California Fire Alliance 2009). Some areas surrounding the prison facilities are classified as "high" most likely due to the remaining open space lands located on the 1,200 acre CDCR parcel. While the open space lands are more susceptible to wildfire, they are completely surrounded by urban development, thereby inhibiting wildfires from encroaching on the site. The open space's proximity to urban development does increase exposure to anthropogenic ignition sources (e.g., discarded cigarettes, sparks emanating from vehicles, etc.). The Folsom Prison Fire Department includes 14 inmate firefighters that would provide prompt response to fires reported on prison grounds and additional assistance could be provided by the City of Folsom Fire Department in conjunction with its mutual aid agreement with FSP Fire Department. In summary, impacts related to wildfires would be less than significant.

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 type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
j) Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Environmental Setting

Climate

Temperatures range from July highs of 97 degrees Fahrenheit (°F) to January lows of 36.6°F. Average annual precipitation is 24.17 inches and falls as rain primarily between the months of October through April (WRCC 2010).

Regional Hydrology

The project is located in the American River hydrologic unit (CWP 2010). The American River, also known as Lake Natoma near the project site, bounds the CSP SAC and FSP grounds to the west. The American River drains approximately 1,900 square miles of the Sierra Nevada Mountain's western slope. The lower American River (from Nimbus Dam to its confluence with Sacramento River) is on the 303(d) list due to pesticide and mercury concentrations found in fish tissue (CVRWQCB 2002). Total Maximum Daily Loads (TMDLs) are scheduled for all 303(d) listed water bodies (CVRWQCB 2002).

Exiting Onsite Drainage and Hydrology

The elevation of the PSU building site ranges from 381 to 391 feet above msl. Surface drainage of both FSP and CSP SAC is generally to the west and southwest toward the American River via sheet flow, several small intermittent creeks, drainage channels, and subsurface stormwater drains (CDCR 2000). An existing stormwater drain is located in the patrol road to the north west of the proposed PSU building site. The proposed parking lot is generally flat and located in an area that is slightly elevated from the CSP SAC facilities located within the secure perimeter fence.

Flood Mapping

The FSP and adjacent CSP SAC facility are not included on Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps. The CSP SAC facility is located directly adjacent to the American River (Lake Natoma). However, the Folsom Dam actively controls floodwaters on the American River and any flooding occurring at the Dam's gates would likely be contained by the deep depression in which the American River is located, known as the American River Canyon.

According to the Sacramento County Multi-Hazard Mitigation Plan, Folsom is relatively protected from dam failure inundation since most of the flows would be confined to the narrow American River Canyon. A Floodgate Failure in 1995 drained almost 40 percent of the lake before it could be fixed, but did not result in local area flooding (Sacramento County 2004). However, failure of the earthen dikes that flank either side of Folsom Dam would have the potential to cause significant floodwater inundation in the City of Folsom and at the CSP SAC facility.

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 excavation of the site and because of grading and construction activities that 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), drainage inlet protection, and hydroseeding 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 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 FSP and CSP SAC facility's coverage under the General Construction NPDES Permit. Implementation of these plans should ensure that water quality standards are met. Operation of the proposed project would be covered by CSP SAC's existing NPDES general stormwater industrial permit (No. 97-03-DWQ).

Furthermore, CDCR would contract 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?)

No Impact. The CSP SAC facility (and FSP) obtain water from Folsom Lake under a Memorandum of Understanding (MOU) between the State of California, US Army Corps of Engineers, and the Bureau of Reclamation. Under the MOU, the Bureau of Reclamation provides 4,000 acre feet per year of raw water from Folsom Lake by piping water from Folsom Dam to a water treatment plant located within the CDCR facilities. The proposed project would not change the source of water supply, and no groundwater wells would be drilled as part of the proposed project. Accordingly, the proposed project would not deplete groundwater supplies.

The proposed project components would increase impervious surface coverage at CSP SAC by less than 1.5 acres, or approximately one percent. This addition of impervious surface is minimal and therefore would not interfere substantially with groundwater recharge. As such, no impacts would occur.

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 or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?

Less Than Significant Impact. Currently, approximately 140 acres of the 1,200-acre CDCR property consist of impervious areas (roads, buildings, paved areas). The proposed project components would increase impervious surface coverage by less than 1.5 acres, or approximately one percent, and would tie into the existing stormwater drainage facilities. The increase in impervious surface area would be negligible relative to the existing facility, and the existing stormwater system would be sufficient to handle runoff from the proposed project components. Additionally, as discussed under Section 3.9, Hydrology / Water Quality, Discussion a), implementation of a SWPPP and a finalized engineered drainage plan would ensure that stormwater would be properly 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 checklist questions, the project does not include any actions that are expected to substantially degrade water quality, and a less than significant impact to water quality 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. The CSP SAC facility is not included on FEMA Flood Insurance Rate Maps. The CSP SAC facility is located directly adjacent to the American River. However, the Folsom Dam actively controls floodwaters on the American River and any regulated flooding (including 100-year levels) would likely be contained by the American River Canyon in which the American River is located. Accordingly, the proposed project 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 as a result of the failure of a levee or dam?

Less Than Significant Impact. The proposed project is located approximately 0.6 mile from Folsom Dam. Failure of Folsom Dam would not pose a significant risk to the CSP SAC facility due to the floodwaters being directed to the narrow American River Canyon. However, failure of the earthen dike that flanks Folsom Dam to the southeast could result in flooding at the CSP SAC facility. Given that the likelihood of the earthen dike's failure is low and the fact that both the CSP SAC facility and FSP already exist below the Dam and earthen dike, impacts would be considered less than significant.

j) Inundation by seiche, tsunami, or mudflow?

No Impact. The project site is located more than 95 miles from the Pacific Ocean and is not at risk for inundation by a tsunami. Topography surrounding the project site, while varied in elevation, does not present a reasonable setting for mudflows to occur that would be large enough to affect the project site. Seiches are waves in inland bodies of water produced by earthquakes or landslides. Significant seismic shaking near the project site could have the potential to cause seiches in Folsom Lake. However, a seiche wave from Folsom Lake would not have the ability to reach the project site due to the restrictive height of the Folsom Dam and adjacent earthen dikes. As such, no impacts would occur in relation to inundation by seiche, tsunami, or mudflow.

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 communities conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Environmental Setting

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 Vicinity Setting

The project site is located on existing CSP SAC grounds, which are located in the northern portion of the City of Folsom, adjacent to Folsom Dam. The CSP SAC facility is surrounded by FSP and lands under CDCR jurisdiction. The City of Folsom’s historic downtown area is located approximately 1.5 miles southwest of the CSP SAC facility.

Discussion

a) Physically divide an established community?

No Impact. Both project components would be constructed within the CDCR FSP/CSP SAC facility, which is set back on a 1,200-acre parcel and therefore separate from adjacent areas of the City of Folsom. Accordingly, the proposed project would not have the potential to divide an established community.

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 as Public by the City of Folsom General Plan and zoned as Agricultural Reserve District (A-1-A) by the City of Folsom Zoning Code. The existing prison is consistent with both the land use and zoning designations. As identified in the zoning code, the A-1-

A zoning designations, is a holding classification for future urban development; therefore, development of the proposed project would be consistent with the zoning designation (Furness dePardo, pers. comm.). As a public facility, the proposed project would be consistent with the Public land use designation. Accordingly, the proposed project 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 communities 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 the CSP SAC facility. 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 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 checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>

Environmental Setting

According to the Sacramento County General Plan, known mineral resources under production in Sacramento County consist of natural gas located in the California Delta area and aggregate, rock and clay resources located throughout northern Sacramento 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?

Less Than Significant Impact. According to the Sacramento County General Plan EIR, the project site is located in an area classified as containing Significant Mineral Deposits and is zoned as Mineral Resource Zone 2 (MRZ-2) by the California State Geologist (Sacramento County 2005). The designation of MRZ-2 is defined as areas for which geologic data indicate that significant measured or inferred mineral resources are present. While the project site may contain mineral resources, the existing CDCR facility precludes mineral extractions from occurring. Because the PSU building and parking lot would be located within the existing CSP SAC and FSP facilities, their construction would not further alter the availability of onsite mineral resources. Accordingly, impacts are less than significant.

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?

Less Than Significant Impact. As indicated in Discussion 3.11 a) above, the proposed project is located within an area designated as containing significant measured or inferred mineral resources and is designated as a MRZ-2. Because the PSU building and parking lot would be located within the existing CSP SAC and FSP facilities, their construction would not alter the availability of onsite mineral resources. Furthermore, no proposed, existing, or known abandoned mines exist at the PSU building and parking lot locations. Accordingly, impacts would be less than significant.

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 checked="" type="checkbox"/>	<input 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"/>

Environmental Setting

A variety of noise sources exist within and surrounding the CSP SAC facility. Mobile noise sources include automobile traffic, aircraft over flights, and daily activities at both the CSP SAC and Folsom facilities. The primary noise source in the project area is the CSP SAC and FSP public address (PA) and alarm systems. Primary noise sources in the project vicinity consist of traffic on East Natoma Street and Folsom Lake Crossing.

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. The CSP SAC facility currently operates a facility-wide PA and alarm system. The use of public address systems in the vicinity of noise sensitive developments could be of concern. 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. The City of Folsom noise control ordinance currently regulates noise from public address and alarm systems.

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 set back on CDCR’s 1,200-acre property, there are limited sensitive human receptors near the project site. The closest residence is located greater than 1,500 feet from the proposed PSU building site and more than 4,000 feet from the proposed parking lot site. The residences are separated from the CSP SAC facility by hilly terrain and East Natoma Street.

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?

Less Than Significant Impact. The City of Folsom has established noise level standards in the Folsom Municipal Code. The Municipal Code establishes acceptable interior and exterior residential noise levels. Table 6 provides the Interior and Exterior noise standards as measured within 50 feet of the affected residence, school, church, hospital or public library for exterior noise and at least 4 feet from an exterior wall for interior noise.

Table 6: Exterior and Interior Noise Standards

Exterior Noise Level Category (Interior)	Cumulative Number of Minutes in any 1-hour time period	Exterior dBA		Interior dBA	
		Daytime (7 a.m. to 10 p.m.)	Nighttime (10 p.m. to 7 a.m.)	Daytime (7 a.m. to 10 p.m.)	Nighttime (10 p.m. to 7 a.m.)
1	30	50	45	—	—
2	15	55	50	—	—
3(1)	5	60	55	45	35
4(2)	1	65	60	50	40
5(3)	0	70	65	55	45

Source: City of Folsom Municipal Code.

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

As previously noted, the closest residences are located greater than 1,500 feet from the proposed PSU building site and separated from the CSP SAC facility by hilly terrain and East Natoma Street. The hilly terrain acts as a sound deflector, muffling sounds emanating from the CSP SAC facility.

Because the proposed project would not alter the existing PA or alarm systems, the proposed project would not generate or expose persons to noise levels in excess of standards established in the Folsom Municipal Code. Impacts would be less than significant.

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. However, these excavation activities do not include activities known to induce strong vibration effects, such as those produced by tunneling or blasting.

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: U.S. Department of Transportation 1995.		

At the request of the EPA, the Committee on 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 (Federal

Transit Administration 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, construction related 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 project's potential to increase ambient noise levels at the prison and the nearby properties is defined by the terms "substantial" and "permanent." "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.
- 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 sources in the project area are the CSP SAC and FSP PA systems. Implementation of the proposed project would not result in an increased use of either facility's PA or alarm systems and, therefore, no permanent increases to the existing noise environment would occur in this respect. The project would result in a minimal traffic increase (approximately 52 weekday AM peak hour trips and 37 weekday PM peak hour trips) (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., 3dBA 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. The HVAC equipment for the PSU building would be rooftop mounted. No emergency backup generator would be constructed for the PSU building and the existing PA or alarm systems would not be altered.

Noise-sensitive land uses located near the project include residences located more than 1,500 feet from the proposed PSU building site and more than 4,000 feet from the proposed parking lot. Based on this distance and assuming a maximum operational noise level of 80 dBA at 10 feet from the proposed PSU building, operational noise levels at the nearest residence would be less than 37 dBA before accounting for the noise deflecting properties of the hilly terrain and a roadway (East Natoma Street) located between the CSP SAC facility and nearby residences. 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 proposed project could generate significant noise, corresponding to the particular phase of building construction and the noise-generating equipment used during construction. As previously mentioned, the nearest noise-sensitive receptors are residences located more than 1,500 feet from the proposed construction sites. Since certain pieces of construction equipment can generate noise levels of 85 dBA or louder at a distance of 50-feet, project-related construction activities would temporarily raise ambient noise levels in the project vicinity. Using a worst-case-scenario construction noise level of 90 dBA at 50-feet, noise levels at the nearby residences would be approximately 60 dBA prior to accounting for the noise attenuation provided by the intervening hilly terrain. However, the nearby residences are located adjacent to East Natoma Street, which according to the Folsom General Plan, is estimated to produce noise levels of 60 dBA at 87 feet. Accordingly, it is highly unlikely that temporary construction noise would increase existing exterior noise levels at nearby residences. As such, impacts would be less than significant. In addition, although not required for mitigation, implementation of Mitigation Measures AIR-6 and AIR-7 will assist to further reduce noise levels and decrease potential impacts.

- 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 Cameron Airpark, located more than 8 miles to the east. There are no known occurrences of the use of helicopters as a form of transportation to and from the CSP SAC facility and construction of the proposed project would not be likely to require such activities. 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 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 type="checkbox"/>	<input checked="" type="checkbox"/>
c) Displace substantial numbers of people necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Environmental Setting

The proposed project would be constructed within the existing CSP SAC facility, which is designated as “Public” land use by the City of Folsom General Plan. The current population of the prison consists of 3,254 inmates and approximately 1,760 personnel. Zip code data provided by CDCR indicate that the current employees reside in over 100 different jurisdictions. The main jurisdictions are listed below and those representing less than 5 percent of the total employees have been grouped together as “other.”

Table 8: Current and Project Population and Housing for CSP SAC 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%
Sacramento	312	18	16	21	14	18	41	55
Folsom	241	14	12	16	10	14	32	42
Elk Grove	135	8	7	9	6	8	18	24
Roseville	92	5	4	6	4	5	11	15
Citrus Heights	88	5	4	6	4	5	11	15
Other ^e	892	50	43	57	38	50	114	152
Total	1760	100	86	115	76	100	227	303

Notes:
^a Assumes 75 percent of all 115 new employees would relocate to the region.
^b Assumes 100 percent of the all 115 new employees would relocate to the region.
^c Assumes a household size of 1.14 employees per household: (115 new employees divided by 1.14 equals 101 potential new households).
^d Assumes a household size of 3.00 persons: (101 potential new households multiplied by 3 persons per household equals 303 potential increase in population).
^e Other includes cities that represented 5% or less of total employee population.
 Source: CDCR CSP SAC Employee Zip Coda Data 2010.

Population

The California Department of Finance (2010) has estimated the population of the following cities as of January 2010: Sacramento - 486,189; Folsom - 71,453; Elk Grove - 143,885; and Citrus Heights - 88,115. The population of Sacramento County was approximately 1,445,327 in 2010 with an estimated annual growth rate of approximately 0.9 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 might directly or indirectly result in an increase of as many as 115 additional staff. The number of staff at the facility would potentially increase from the existing 1,760 to a projected estimated future 1,875.

While the proposed project would create an estimated 115 jobs, it is not expected to attract substantial population growth to the area. The new jobs range from custodial and administrative, to medical personnel. 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 CSP SAC employees, 50 percent of new employees are most likely to live in the following cities: Sacramento, Folsom, Elk Grove, Roseville, and Citrus Heights. The remaining 50 percent of current employees live in over 100 different jurisdictions throughout California, with no more than 5 percent in any one jurisdiction. It is assumed that persons and households resulting from the additional employees would be distributed throughout the various locations, similar to the current conditions.

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 227 persons and 76 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 303 persons and 101 households.

The new employees and associated families would be expected to relocate to the area between 2012 and 2013. According to the California Department of Finance, the population of Sacramento County (where the above-mentioned cities are located) grew by approximately 206,393 persons between 2000 and 2009, which is an approximately 1.74 percent average annual growth rate (California DOF 2009).

Assuming the same growth rate, the population of Sacramento County is expected to grow by approximately 26,387 persons (from 1,515,646 persons to 1,543,855 persons) from 2012 to 2013. If 75 percent of new project-related employees and their families relocated to the County during this time, the proposed project would represent less than one percent (<1%) of the anticipated population growth in the County (227 persons divided by 26,387 persons). If 100 percent of new employees and their families relocate to the area, the proposed project would represent 1.1 percent of anticipated County population growth (303 persons divided by 26,387 persons).

Additionally, the available housing stock in the County would be able to support the possible 303 new households associated with the proposed project. Between 2006 and 2009, Sacramento County had an estimated 547,187 total housing units with a homeowner vacancy rate of 3.0 percent and a rental vacancy rate of 7.2 percent, according to Census 2009 data. The SACOG allotted 59,093 additional units from 2006 to 2013 for the County (SACOG 2008). As such, the proposed project's potential need for up to 303 new households in Sacramento 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 consists 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 as a result of the creation of 115 new jobs. 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?

No Impact. The proposed project would not displace any housing or people and, therefore, would not necessitate the construction of replacement housing elsewhere. No impact would occur.

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

The Folsom Prison Fire Department provides fire protection, emergency medical services (EMS) and ambulance transport service for both FSP and CSP SAC. The Folsom Prison Fire Department is located adjacent to both facilities and is staffed by 14 inmate firefighters who would provide prompt response to fires reported on prison grounds. The Folsom Prison Fire Department maintains mutual aid agreements with the City of Folsom Fire Department.

Police Services

CSP SAC provides law enforcement within its boundaries and is supplemented by mutual aid agreements with the City of Folsom Police Department, Sacramento County Sheriff’s Department, and the California Highway Patrol (CHP).

School Services

The following school districts serve the areas directly surrounding the prison: Folsom-Cordova Unified, San Juan Unified, Auburn Union, Rescue Union, and Buckeye Union, El Dorado Union High, and Placer Union High.

Parks

The City of Folsom maintains eight parks throughout the city. The Folsom Lake State Recreation Area is located directly north of the project site. These parks would be available to the additional CSP SAC employees. The inmates have access to recreational activities and yards within the CSP SAC secure perimeter.

Discussion

a) Fire Protection?

Less Than Significant Impact. The FSP maintains an onsite fire station that serves the CSP SAC facility and is adequately staffed and equipped to provide the level of service needed for the proposed project. Public fire department resources, such as City or County fire departments, would not be significantly involved with serving the proposed project except on an as needed basis through the mutual aid agreement with the Folsom Fire Department. As such, impacts related to fire protection services are less than significant.

b) Police Protection?

Less Than Significant Impact. CSP SAC handles all law enforcement needs at the facility without local public law enforcement assistance and has sufficient resources to serve the proposed project. However, if additional police services are needed at the CSP SAC facility, the City of Folsom Police Department, Sacramento County Sheriff's Department, and CHP are available upon request. As such, the impacts to police protection inside the CSP SAC facility 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 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 G. Green School Facilities Act of 1998 (SB 50), has deemed full mitigation of school impacts under CEQA. Since the proposed project would not construct 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 / Housing, the proposed project would generate an estimated 115 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 California and western Nevada, so increased demand related to parks or any other public services in any one area would be low. The closest recreational facilities are the Folsom City Park, Folsom Lake State Recreation Area and American River Bike Trail. 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 303 people to the region by 2013. With a 2013 population of approximately 1,543,855 persons, 303 people would increase the population of Sacramento County by just a fraction of a percent. As such, demand for parks and other public services that may result from these 303 people would not be expected to result in the need for new or physically altered governmental facilities. Therefore, this impact would be less than significant.

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 type="checkbox"/>	<input checked="" type="checkbox"/>

Environmental Setting

Nearby recreational facilities consist of the City of Folsom’s eight parks, Folsom Lake State Recreation Area, and the American River Bike Trail. Several other recreational facilities are located along the American River (including Lake Natoma) and along the shores of Folsom Lake. Regionally located recreational facilities consist of city and county parks located throughout the urbanized areas of Sacramento, Placer, and El Dorado Counties. The El Dorado National Forest is located in the Sierra Nevada Mountains, east of the project site.

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 PSU facility would require up to 115 new employees. As discussed in Section 3.13, Population / Housing, and 3.14, Public Services, Discussions d) and e), the addition of 115 new staff members 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. 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?

No Impact. The proposed project does not include the construction or expansion of recreational facilities. No impacts would occur.

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 checked="" type="checkbox"/>	<input 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 type="checkbox"/>	<input checked="" 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"/>

The following discussion is based on the Traffic Impact Analysis (TIA) prepared for the proposed project (MRO 2010) (Appendix C).

The TIA evaluates traffic operations in the vicinity of the project site under five scenarios: Existing Conditions, Baseline No Project, Baseline Plus Project, Cumulative No Project, and Cumulative Plus Project. Two peak-hour periods, which typically correspond to the heaviest, commute-oriented traffic volumes were examined: weekday AM and weekday PM peak hours. Impacts of the proposed project were evaluated at 6 key existing intersections in the vicinity of the project site using methodologies and evaluation criteria generally accepted by the City of Folsom. Scenarios were analyzed for the following 6 intersections (Exhibit 6):

- Natoma Street / Riley Street.
- Natoma Street / Coloma Street.
- Natoma Street / Wales Drive/City Hall Driveway.

- East Natoma Street / Prison Road.
- East Natoma Street / Hancock Drive (i.e., the easterly prison access road).
- East Natoma Street / Folsom Lake Crossing.

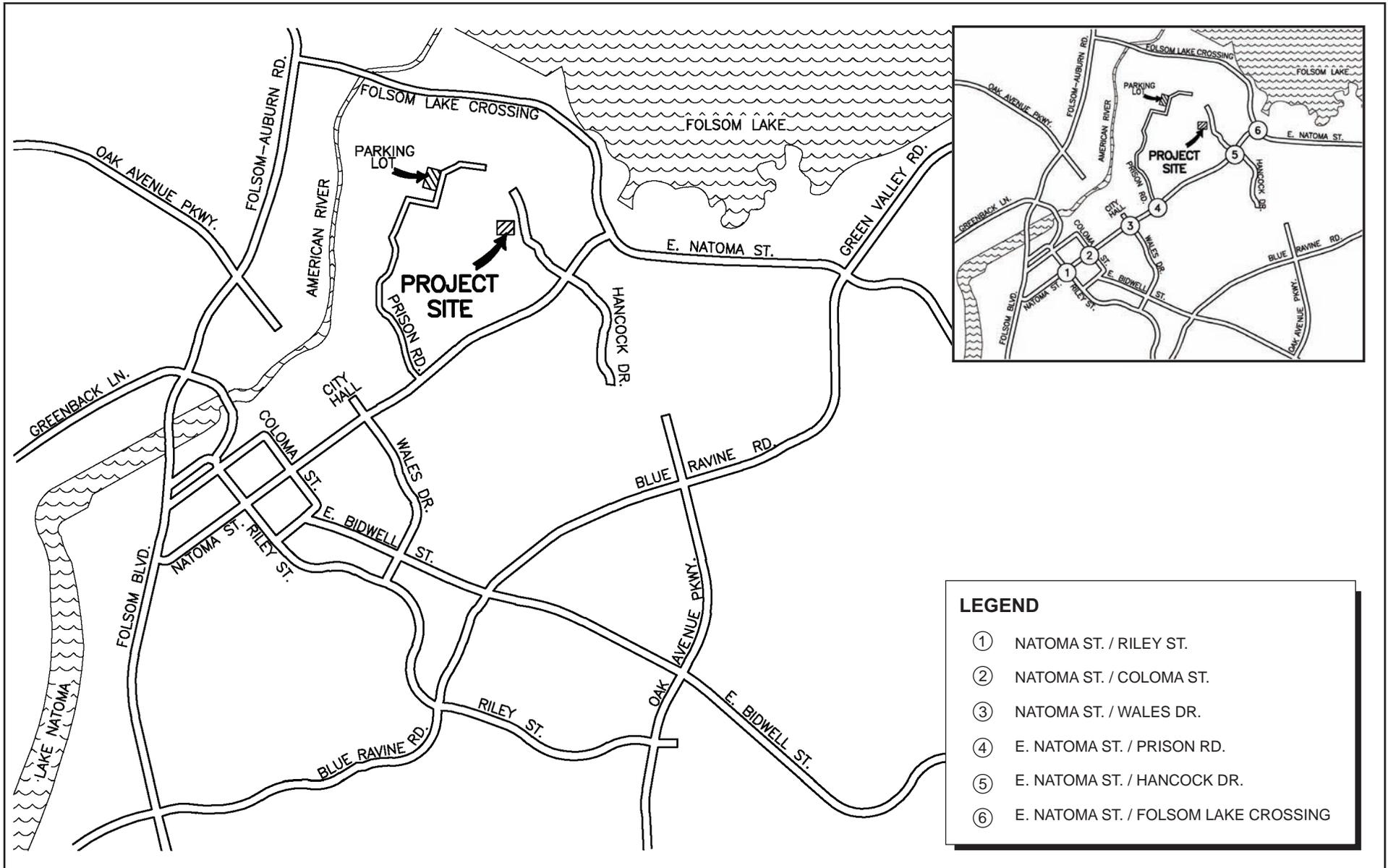
Environmental Setting

The CSP SAC facility is located at the northwest limits of the City of Folsom near the American River and Folsom Lake. Regional access is provided by State Route 50 to the south and via Light Rail service with stations along Folsom Boulevard to the west. Limited peak hour bus transit service is provided via the Folsom Stage Line (Route 10) to the prison site.

Vehicular access is provided by two existing roadways at the prison. Primary vehicular access to and from the location of proposed project parking lot occurs via Prison Road, which is near the western end of the prison property and meets East Natoma Street at a traffic-signal controlled intersection. Nearer the location of the proposed PSU building is a second existing access road, which meets East Natoma Street at a stop-sign controlled intersection opposite Hancock Drive, a residential street on the south side of East Natoma Street.

Brief descriptions of the key roadways serving the project site are provided below.

- **East Natoma Street** is an arterial road that extends northeast from Folsom Boulevard near the Historic District of Folsom to provide a connection to the Empire Ranch area in the eastern part of the city, where it curves to the southeast. In the vicinity of the project site, East Natoma Street has one lane in each direction (plus bike lanes) and a posted speed limit of 45 miles per hour (MPH). To the west of the project site, the speed limit on East Natoma Street is 35 MPH, with the transition from 45 MPH to 35 MPH occurring between Hancock Drive and Prison Road.
- **Riley Street** curves through Folsom in a generally northwest-to-southeast direction, beginning in the Historic District and ultimately connecting to Oak Avenue Parkway. In the study area, it is a 2-lane street with left-turn lanes at intersections. Riley Street intersects East Natoma Street at a signalized intersection.
- **Coloma Street** connects East Natoma Street with residential areas to the northwest, as well as to the commercial areas along East Bidwell Street and Riley Street to the southeast. It is a two-lane street, which intersects East Natoma Street at a signal-controlled location.
- **Wales Drive** meets East Natoma Street at a traffic signal-controlled intersection, which also serves as the primary access to Folsom City Hall. It is a 2-lane street that passes through a residential area before connecting to the commercial areas along East Bidwell Street and Riley Street. It has a 25 MPH posted speed limit.



Source: MRO Engineers, Inc., June 2010.



Not to scale

Michael Brandman Associates

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Exhibit 6 Study Area and Intersection Locations

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INITIAL STUDY AND PROPOSED MITIGATED NEGATIVE DECLARATION

- **Prison Road** is a two-lane road that serves as the primary vehicular access to and from California State Prison - Sacramento. It meets East Natoma Street at a signalized T-intersection, although the fourth (i.e., south) leg of that intersection will be added to serve a 32,000-sq ft office development that was approved by the City of Folsom in early 2009.
- **Folsom Lake Crossing** is the roadway on the recently-constructed bridge across the American River, just below Folsom Dam. It provides four lanes plus bike lanes. In addition, a Class I off-street bike path is located along the north and east sides of the road. A 55 MPH speed limit is posted on Folsom Lake Crossing, which meets East Natoma Street at a signal-controlled T-intersection.

Under the **Existing Conditions Scenario** for the “weekday AM peak hour,” 6 six study intersections meet the City’s General Plan policy requiring operation at a level of service (LOS) C or better. LOS is usually reported on a sliding scale from LOS A (representing free-flowing traffic conditions) to LOS F (representing substantial traffic congestion and delay) (see Table 2 in Appendix C). Two intersections are at LOS C (East Natoma Street / Riley Street and East Natoma Street / Hancock Drive), while the remaining four locations operate at LOS A or B. Under existing conditions, four study intersections operate at LOS A or B in the “weekday PM peak hour.” Thus, according to the City’s General Plan policy, those study intersections operate at acceptable levels of service in this time period. Two study intersections, however, are at LOS D, which falls short of the City’s LOS C goal. Those intersections are the signalized intersection of East Natoma Street / Riley Street and East Natoma Street / Hancock Drive, which is stop-sign-controlled.

The **Baseline No Project Scenario** includes the traffic associated with other previously approved (or reasonably foreseeable) developments identified by the City of Folsom in the vicinity of the proposed project. In the “weekday AM peak hour,” with addition of the traffic generated by the 21 previously-approved projects, four of the six study intersections will operate at LOS A or B, thereby conforming to the City of Folsom’s level of service policy calling for operation at LOS C or better. The intersections of East Natoma Street / Riley Street and East Natoma Street / Hancock Drive are expected to operate at LOS D, which fails to conform to the City’s operational goal. In this scenario, the critical movements at the East Natoma Street / Hancock Drive intersection are on the northbound approach. The “weekday PM peak hour” level of service results are similar to the AM peak hour findings, as four intersections are expected to operate at acceptable levels of service; in this time period, those four locations will all be at LOS B. As under Existing Conditions, the intersections of East Natoma Street / Riley Street (LOS E) and East Natoma Street / Hancock Drive (LOS E on the southbound approach) will be at unacceptable levels of service.

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 With Mitigation. Potential transportation and circulation impacts that may result from the proposed project are derived primarily from any net changes that would occur in traffic generated by prison personnel commuting to or from the project and by vehicle trips related to the facility operations. The proposed project will serve 152 patients at the existing prison, with 115 additional employees. Vehicular access needs of the proposed project will be served by the existing roadways at the prison complex.

Trip generation rates for the proposed project were based on the Institute of Transportation Engineers Trip Generation Manual supplemented with site-specific traffic counts that were used to calculate existing trip generation. Estimation of future trip generation is based on the number of employees at the facility. Detailed trip generation calculations are provided in Appendix C. Table 9 summarizes the resulting trip generation estimates for the proposed project based on application of the trip rates derived for this analysis.

Table 9: Trip Generation Estimate Summary¹

	Weekday AM Peak Hour			Weekday PM Peak Hour		
	In	Out	Total	In	Out	Total
Trip Rates ²	0.40	0.05	0.45	0.06	0.26	0.32
Peak-Hour Trips	46	6	52	7	30	37
Notes: ¹ Based on counts conducted at the existing California State Prison - Sacramento. ² Trips per employee. Source: MPO 2010.						

During the weekday AM peak hour, 52 trips are projected, with 46 inbound and 6 outbound. In the weekday PM peak hour, an estimated total of 37 trips will occur, with 7 inbound and 30 outbound.

The City of Folsom has identified minimum acceptable LOS for traffic operations at signal-controlled intersections and all-way stop-controlled intersections in the City as LOS C, and has defined appropriate standards of significance as follows:

- If the “no project” level of service is LOS C or better and the project-generated traffic causes the intersection level of service to degrade to worse than LOS C (i.e., LOS D, E, or F), then the proposed project must implement mitigation measures to return the intersection to LOS C or better.
- If the “no project” level of service is worse than LOS C (i.e., LOS D, E, or F) and the project-generated traffic causes the overall average delay value at the intersection to increase by 5

seconds or more, then the proposed project must implement mitigation measures to improve the intersection to the “no project” condition or better. It is not necessary to improve the intersection to LOS C.

- If the “no project” level of service is worse than LOS C (i.e., LOS D, E, or F) and the project-generated traffic causes the overall average delay value at the intersection to increase by less than 5 seconds, then the traffic impact is considered less than significant and no mitigation is required.

With reliance upon these standards, impacts for Baseline Plus Project and Cumulative Plus Project conditions are discussed below for peak hour conditions.

Baseline Plus Project Conditions

In the “weekday AM peak hour,” addition of the project-generated traffic will cause relatively minor changes to the level of delay at the study intersections (Table 10). Four of the 6 locations will continue to operate at acceptable levels of service (i.e., LOS C or better). Two of the study intersections fail to conform to the City’s General Plan policy: East Natoma Street / Riley Street and East Natoma Street / Hancock Drive. However, in both cases, the level of service is unchanged from Baseline No Project conditions. In addition, the project-related incremental impact is less than the City’s adopted threshold of 5.0 seconds per vehicle of added delay. Consequently, the project-related impact is less than significant in this time period.

In the “weekday PM peak hour,” no change in LOS is projected at any of the six study intersections. Four study locations will be at LOS B with the addition of project-related traffic, which conforms to the City’s LOS C policy. The remaining two locations (East Natoma Street / Riley Street and East Natoma Street / Hancock Drive) are both projected to operate at LOS E, the same as under Baseline No Project conditions. As in the AM peak hour, the incremental increase in delay directly attributable to project-generated traffic is less than the City of Folsom’s adopted significance threshold of 5.0 seconds per vehicle of added delay. Thus, the project-related impact is again less than significant in this time period.

Table 10: Level of Service Summary Baseline + Project Conditions

Intersection	Traffic Control	Weekday AM Peak Hour				Weekday PM Peak Hour			
		Baseline No Project		Baseline + Project		Baseline No Project		Baseline + Project	
		Delay ²	LOS ³	Delay	LOS	Delay	LOS	Delay	LOS
East Natoma Street / Riley Street	Signal	40.34	D	41.8	D	55.3	E	56.0	E
East Natoma Street / Coloma Street	Signal	18.0	B	18.7	B	19.3	B	19.8	B
East Natoma Street / Wales Drive / City Hall Driveway	Signal	19.0	B	20.8	C	19.1	B	19.5	B
East Natoma Street / Prison Road	Signal	16.7	B	20.1	C	14.6	B	15.5	B
East Natoma Street / Hancock Drive	Stop Sign	32.0	D	33.0	D	47.2	E	48.4	E
East Natoma Street / Folsom Lake Crossing	Signal	9.0	A	9.1	A	18.7	B	19.0	B

Notes:
¹ Reference: Transportation Research Board, Highway Capacity Manual, 2000.
² Average control delay (seconds per vehicle).
³ Level of service.
⁴ Shaded cell denotes unacceptable level of service.
 Source: MRO Engineers 2010.

Cumulative (2030) Plus Project Conditions

In the “weekday AM peak hour,” no changes in level of service are projected, and 4 of the 6 study intersections are expected to continue to meet the City of Folsom’s LOS C standards under this analysis scenario (Table 11). The 2 intersections where substandard levels of service are projected are East Natoma Street / Riley Street (LOS F, the same as under Cumulative No Project conditions) and East Natoma Street / Hancock Drive (also the same as under Cumulative No Project conditions at LOS F). The project-related incremental delay value at East Natoma Street / Riley Street will be 3.0 seconds per vehicle, which is below the City’s significance threshold of 5.0 seconds per vehicle. The stop-sign-controlled intersection of East Natoma Street / Hancock Drive will have insufficient traffic on the minor legs to meet the minimum requirement of the “Peak Hour Volume” to warrant installation of a traffic signal. Consequently, the project’s impact is less than significant in this time period.

In the “weekday PM peak hour,” three study locations are projected to operate at worse than LOS C, as East Natoma Street / Riley Street and East Natoma Street / Hancock Drive will both be at LOS F and East Natoma Street / Folsom Lake Crossing will operate at LOS E. No change in level of service is projected at these three intersections, compared to Cumulative No Project conditions. At East Natoma Street / Riley Street, the project-related traffic will increase the intersection delay value by 1.0 second per vehicle. The incremental impact at East Natoma Street / Folsom Lake Crossing is 1.1 seconds per vehicle. Thus, the project-related impact at both locations is less than 5.0 seconds. As in the AM peak hour, the projected traffic volumes on the minor legs of the stop-sign-controlled intersection of East Natoma Street / Hancock Drive will be too low to meet the “Peak Hour Volume” signal warrant criteria. Therefore, the project-related impact is less than significant.

Table 11: Level of Service Summary - Cumulative + Project Conditions

Intersection	Traffic Control	Weekday AM Peak Hour				Weekday PM Peak Hour			
		Cumulative No Project		Cumulative + Project		Cumulative No Project		Cumulative + Project	
		Delay ²	LOS ³	Delay	LOS	Delay	LOS	Delay	LOS
East Natoma Street / Riley Street	Signal	> 80.0 ⁴	F	> 80.0	F	> 80.0	F	> 80.0	F
East Natoma Street / Coloma Street	Signal	27.8	C	29.4	C	29.9	C	30.5	C
East Natoma Street / Wales Drive/City Hall Driveway	Signal	17.5	B	17.9	B	25.1	C	25.6	C
East Natoma Street / Prison Road	Signal	27.6	C	34.5	C	18.4	B	22.6	C
East Natoma Street / Hancock Drive	STOP Sign	> 50.0	F	> 50.0	F	> 50.0	F	> 50.0	F
East Natoma Street / Folsom Lake Crossing	Signal	11.7	B	11.7	B	58.9	E	60.0	E

Notes:
¹ Reference: Transportation Research Board, Highway Capacity Manual, 2000.
² Average control delay (seconds per vehicle).
³ Level of service.
⁴ Shaded cell denotes unacceptable level of service.
 Source: MRO Engineers 2010.

Queuing

Under cumulative (year 2030) conditions, the eastbound left-turn queue at East Natoma Street / Prison Road is projected to exceed the available vehicle storage, even before the project-generated traffic is considered. Under “no project” conditions, the queue is projected to be 225 feet, which would be 25 feet longer than the existing turn lane. Addition of the project-generated traffic would increase the estimated queue length to an estimated total of 300 feet. However, the southbound queues would continue to fit within the available storage. To mitigate the left-turn storage deficiency at East Natoma Street / Prison Road, restriping of the existing eastbound left-turn lane to extend it to a total length of 300 feet (plus taper/transition) would be needed. The proposed project’s fair share of this improvement is estimated to be 8.6 percent of the total funds needed for the improvement. However, the City of Folsom has no programmed improvement project at the East Natoma Street / Prison Road intersection and no funding mechanism exists through which the remaining funds for the mitigation measure could be acquired. Therefore, the following mitigation measure is recommended to fully mitigate the project-related impact and cumulative impact to less than significant.

MM TRAN-1 The proposed project shall be responsible for restriping the eastbound left-turn lane at the intersection of East Natoma Street / Prison Road to extend the turn lane from 200 feet to 300 feet (plus taper/transition). Should a funding mechanism be adopted by the City of Folsom for programmed improvements that include this intersection, the project will be eligible for repayment up to its calculated fair share contribution for the turn lane restriping (estimated at 8.6 percent for the AM peak hour).

Mass Transit

Bus transit service from the Folsom Stage Line (Route 10) is available to the prison at weekday peak hours. However, it is expected that the proposed project would generate negligible increases in pedestrian, bicycle, and bus transit demand; therefore, it would have a less than significant impact to these alternative modes of transportation.

Construction Traffic

Project construction would result in short-term traffic increases on local roadways during off-peak hours. Proposed project construction work shifts would occur from 6 a.m. to 4 p.m., Monday through Friday, and construction activities could require up to 60 daily vehicle trips. Because construction workers would arrive and depart during off-peak hours and would avoid conflicts with adjacent street peak hour conditions, construction impacts would be 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. Based on City of Folsom standards described under Section 3.16 Transportation / Traffic, Discussion a) above, the project-related incremental traffic impact at all of

the study area intersections analyzed would be less than significant for the Baseline Plus Project and Cumulative Plus Project conditions. Cumulative traffic volumes at the study intersections were estimated for year 2030 by using growth rates derived from the SACMET travel demand forecasting model developed and maintained by the SACOG. Land use data reflects the level of development anticipated throughout the City of Folsom, including the Folsom Sphere of Influence (SOI) annexation area and the entire Sacramento region through the year 2030. This data is included in the model on a traffic analysis zone level of detail. Model output files received from SACMET were utilized to develop future traffic projections. As a result of modeling the proposed project in year 2030 conditions, the project-related incremental traffic impact at all of the study area intersections analyzed would be less than significant and no conflicts with the “Metropolitan Transportation Plan for 2035” (SACOG 2008), SACMET congestion management objectives, or other standards for roads or highways would occur.

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 is located on the grounds of the existing CSP SAC facility. Existing roadways within the CSP SAC facility were designed to safely serve the facility. Implementation of the proposed parking lot would include the construction of an intersection at its entrance. The intersection would be designed in accordance with CDCR standards to safely regulate the flow of traffic. To ensure that drivers will be able to enter and exit the site safely, a stopping sight distance analysis was conducted at the project access intersections at East Natoma Street / Prison Road and East Natoma Street / East Prison Access Road (Hancock Drive). Results of the analysis indicate adequate sight distance is available at both locations to allow safe operations. 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 CSP SAC staff, emergency access to the project site is adequate. Proposed project construction activities would occur entirely within the existing CSP SAC property and would not change or impair emergency vehicle access to the facility. Project operation would result in the generation of approximately 52 AM peak hour trips and 37 PM peak hour trips, and would not hamper emergency access. Emergency access would remain adequate and 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 under Section 3.16, Transportation / Traffic, Discussion a), Bus transit service from the Folsom Stage Line (Route 10) is available to the prison at weekday peak hours. Construction and operation of the proposed project is not expected to impact existing alternative transportation. Furthermore, it is expected that the proposed project would generate negligible increases in pedestrian, bicycle, and bus transit demand. Since the proposed project would be located within the perimeter of the existing CDCR 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 and impacts would be less than significant.

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
3.17 Utilities and 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 115 additional staff that would place additional demands on public utilities and services systems.

Potable Water

The CSP SAC facility (and FSP) obtain water from Folsom Lake under a MOU between the State of California, Army Corps of Engineers and the Bureau of Reclamation. Under the MOU, Bureau of Reclamation provides raw water from Folsom Lake by piping water from Folsom Dam to a water treatment plant located within the CDCR facilities. CDCR has the right to 4,000 acre feet per year of water from Folsom Lake (KHA 2009). On average, FSP and CSP SAC use approximately 2,200 acre feet per year, or slightly more than half their water right (KHA 2009). CSP SAC uses approximately 0.7 mgd of water. When combined CSP SAC and FSP use 2.0 mgd of water (KHA 2009). The

proposed project would not change the source of water supply, and no groundwater wells would be drilled as part of the proposed project.

Treatment

CDCR operates a water filtration plant that treats potable water from Folsom Lake prior to distribution to FSP or CSP SAC. The water filtration plant can process up to 4.0 mgd but is limited by the amount of water that can be diverted by the diversion weir at the dam. The diversion weir limits flows to approximately 3.6 mgd, which at a constant flow equals 4,058 acre feet per year; therefore, the filtration plant can process the fully allotted 4,000 acre feet per year of water if needed (KHA 2009).

Wastewater

The CSP SAC facility's average wastewater production rate is approximately 0.35 mgd (KHA 2009). According to a utility assessment conducted for the CSP SAC facility, the average wastewater discharge per person (including inmates and staff members) is 72 gpd (KHA 2009). Wastewater from CSP SAC is combined with wastewater from FSP and released into the City of Folsom's wastewater conveyance system. CDCR maintains an Agreement for Joint Sewage Disposal (Agreement) with the City of Folsom for wastewater disposal from FSP and CSP SAC. The Agreement allows CDCR to release an average daily rate of 1.15 mgd and a maximum daily rate of 2.50 mgd of wastewater (KHA 2008). According to meter data, combined wastewater flows from FSP and CSP SAC are not currently exceeding the allowable average daily rate of 1.15 mgd (Reyes, pers. comm.).

After entering the City of Folsom's conveyance system, wastewater is directed to the Sacramento Regional County Sanitation District's (SRCSD's) 54-inch interceptor pipeline located within the Folsom Boulevard right-of-way. The SRCSD directs all wastewater to the Sacramento Regional Wastewater Treatment Plant (SRWTP), located in Elk Grove, California. On average, the SRWTP treats 160 million gallons of wastewater per day. During peak wet weather flows the SRWTP can treat up to 400 million gallons per day (mgd). The SRWTP has a permitted capacity of 181 mgd average day dry weather flow (Carollo 2008). Treated water is discharged into the Sacramento River.

The existing 8-inch wastewater line adjacent to the proposed PSU building site has sufficient pipe slope capacity to serve the site. A new wastewater service line would be connected directly to the existing manhole on the north side of the proposed building.

Stormwater

CDCR occupies 1,200 acres of property of which, approximately 140 acres consist of impervious areas (roads, buildings, paved areas) (CDCR 2000). The site is part of a watershed that drains the foothills of the Sierra Nevadas to the American River. Surface drainage of both FSP and CSP SAC is generally to the west and southwest toward the American River via sheet flow, several small intermittent creeks, drainage channels, and subsurface stormwater drains (CDCR 2000). CDCR will have coverage under the General Construction NPDES permit for construction activities related to the

proposed project. Furthermore CDCR will prepare a Stormwater Pollution Prevention Plan (SWPPP) for the proposed project to ensure stormwater quantity and quality BMPs are implemented.

The average annual precipitation is approximately 24.17 inches, which occurs primarily between October and April (WRCC 2010). The highest average monthly rainfall is approximately 5.23 inches and generally occurs in January.

Water Conservation Devices

CDCR actively implements water saving measures at all of its facilities. The CSP SAC facility has installed flush restricting valves on all inmate lavatory fixtures, thereby limiting the number of consecutive flushes. Due to the flush restricting valves and other water conservation devices, the CSP SAC and FSP facilities have reduced combined water use by 49 percent between 2004 and 2009 (Hardcastle 2010).

Electricity, Natural Gas, and Solid Waste

The Sacramento Municipal Utility District (SMUD) provides electricity to the CSP SAC facility. CSP SAC's existing electrical substation has limited capacity to serve the site. Accordingly, additional improvements would be required to provide electricity to the PSU building. A new 400-KW transformer will tap the existing primary feed west of the building site. Pending coordination with SMUD, new substation equipment, electrical distribution conduit and conductors, manholes, pullboxes, and switchgear would also be constructed. Emergency power would be provided as needed to the PSU building through existing institutional emergency power.

The existing prison substation is capable of supplying 12.5 megavolt-amps. A 4 kilo-volt distribution system is utilized to provide power to FSP and CSP SAC. FSP and CSP SAC currently draw approximately 6 megawatts from the substation. The maximum peak demand load during 2007 and 2008 was 6,152 kilowatts (ICF Jones & Stokes 2009).

The facility's current natural gas requirements are supplied by PG&E. The proposed project would not require the use of natural gas.

Solid waste generated by CSP SAC is hauled by a private waste disposal contractor that delivers the waste to the Sacramento Recycling and Transfer Station, where it is sorted and then transferred to the Lockwood Regional Landfill in Nevada for disposal (ICF Jones & Stokes 2009). The Lockwood Regional Landfill is owned by Refuse, Inc., has a waste volume of 64.8 million cubic yards and receives an average of 4,000 tons of waste per day (NDEP 2010). Future expansions of the Lockwood Regional Landfill will allow the disposal area to triple in size (CIWMB 1998). The facility has an estimated closure date of 2045.

Combined, FSP and CSP SAC produces an average of 13.1 tons of solid waste per day. The FSP and CSP SAC facilities operate a recycling and salvage program for metal, cardboard, and white paper,

which has resulted in a 70 percent reduction of solid waste delivered to landfills (ICF Jones & Stokes 2009).

Discussion

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

Less Than Significant Impact. The CSP SAC facility (in combination with FSP) is authorized to release an average daily rate of 1.15 mgd of wastewater to the SRWTP via the City of Folsom and SRCSD conveyance systems. Wastewater from the prisons is processed through a primary treatment grinder prior to entering the City of Folsom's conveyance center to reduce potential downstream damage. The SRWTP is required to operate in compliance with its current NPDES permit, thereby ensuring wastewater treatment requirements are met. The CSP SAC facility has recently installed flush restricting valves on all inmate lavatory fixtures, thereby limiting the number of consecutive flushes. Due to the flush restricting valves and other water conservation devices, the CSP SAC and FSP facilities have reduced combined water use by 49 percent between 2004 and 2009. The proposed project would use water conservation devices where applicable. Accordingly, the proposed project would not exceed wastewater treatment requirements and impacts would be less than significant.

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. As previously discussed, raw water is provided to the CSP SAC facility from Folsom Lake and treated onsite. Currently the water filtration plant adequately provides the 2.0 mgd of water to the CSP SAC and FSP facilities. The 1.3 million sq ft CSP SAC facility currently uses approximately 0.7 mgd of the 2.0 mgd of water processed at the plant. Accordingly, the CSP SAC facility uses approximately .54 gpd per sq ft (0.7 mgd divided by 1.3 million sq ft). Therefore, it is assumed the proposed project would require 9,393 gpd of water (.54 gpd multiplied by 17,395 sq ft). The existing water filtration plant can process up to 3.6 mgd, but the FSP and CSP SAC facilities combined require only 2.0 mgd. Accordingly, there is sufficient capacity to supply and treat the expected increase in water use resulting from implementation of the proposed project and the construction or expansion of a water treatment facility would not be necessary.

Also previously discussed, wastewater from the CSP SAC facility is treated at the SRWTP, which has adequate capacity to treat and discharge the expected increase in wastewater from the proposed project. However, prior to reaching the SRWTP, wastewater is conveyed through the City of Folsom's wastewater conveyance system, which allows CDCR to discharge an average daily rate of 1.15 mgd and a maximum daily rate of 2.50 mgd of wastewater. Assuming a rate of 72 gpd per additional staff member, the proposed project would increase wastewater discharge by 8,280 gpd or 72 gpd multiplied by 115 additional staff members. The estimated 72 gpd per person is based on a

wastewater production rate that includes inmates. Since the proposed project would not include inmate beds, actual wastewater production would likely be much less. Nonetheless, the 72 gpd per person assumption is used here to ensure a conservative analysis.

The proposed project's estimated additional 8,820 gpd of wastewater would constitute an approximate 2 percent increase in existing wastewater flows. The 2 percent increase would not result in an exceedance of the allowable 1.15 mgd average of wastewater released into the City of Folsom's conveyance system and would not impact operations at the SRWTP. Therefore, the proposed project would not require additional wastewater facilities.

In summary, the proposed project would not require or result in the construction or expansion of water or wastewater facilities and impacts would be less than significant.

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

Less Than Significant Impact. As discussed in previous sections, the proposed project components would increase impervious surface coverage at the CSP SAC facility by less than 1.5 acres, or approximately one percent, and would tie into the existing stormwater drainage facilities. The increase in impervious surface area would be negligible relative to the existing facility, and the existing stormwater system would be sufficient to handle runoff from the proposed project. According to the 2008 Phase 2 Draft Site Assessment Report prepared for the FSP and CSP SAC facilities, the CSP SAC stormwater infrastructure facilities have adequate hydraulic capacity and are able to accommodate increases in flow (KHA 2008). In addition, CDCR would contract with a registered civil engineer to design and implement a post-construction drainage plan that would safely retain, detain, and/or convey stormwater runoff resulting from the proposed project. The stormwater controls shall be consistent with CDCR Design Criteria Guidelines and with Construction General Permit, 2009-0009-DWQ. As such, any environmental 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. As previously discussed the CSP SAC facility (and FSP) obtain water from Folsom Lake under a MOU between the State of California, Army Corps of Engineers and the Bureau of Reclamation. Under the MOU, the prison facilities are contracted to receive up to 4,000 acre feet per year, but currently use only 2,200 acre feet per year (KHA 2008). The proposed project is estimated to increase water usage by 9,393 gpd. Furthermore, the CSP SAC facility has activated aggressive water saving measures to reduce water consumption, and has achieved Governor Schwarzenegger's state goal to reduce water usage by 20 percent (Executive Order S-06-08) (CDCR 2010). As such, the existing water supply entitlement is more than sufficient to serve the proposed

project and no new or expanded entitlements would be required. Impacts 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. The proposed project is estimated to increase current wastewater rates by 8,280 gpd (0.008 mgd). The SRWTP has a permitted capacity of 181 mgd, but currently treats only 160 mgd of wastewater. As such, the wastewater treatment provider can adequately serve the proposed project. Impacts would be less than significant.

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 Lockwood Regional Landfill, in approximately 10 miles east of Reno, Nevada. The Lockwood Regional Landfill receives an average of 4,000 tons of waste per day (NDEP 2010). The facility has an estimated closure date of 2045. The FSP and SAC facilities produce a combined 13.1 tons of waste per day (ICF Jones & Stokes 2009). Using a per-sq ft assumption, the 1.3 million sq ft CSP SAC facility produces approximately 14,077 pounds of solid waste per day or 0.01 pounds per sq ft per day. Therefore, using this same metric, the proposed project would produce 174 pounds of solid waste per day (0.01 pounds per sq ft multiplied by 17,395 sq ft equals 173.95). The proposed project's approximated waste stream is a nominal percentage (0.002 percent) of Lockwood Regional Landfill's permitted daily intake. Additionally, the CSP SAC facility operates a recycling and salvage program for metal, cardboard, and white paper, resulting in a 70 percent reduction of solid waste delivered to landfills. 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. As part of standard procedure, the proposed project would be required to abide by all applicable local, State, and federal solid waste disposal regulations. As such, impacts related to solid waste regulation compliance would be less than significant.

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 will 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. CDCR owns the approximately 1,200 acres on which CSP SAC and FSP are located. Approximately 300 acres are used for the CSP SAC facility, and 40 acres for FSP, leaving a sufficient buffer zone between prison facilities and 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, Aesthetics through 3.17, Utilities and Service Systems 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. Similarly, future improvements at CSP SAC or FSP would mitigate all potential impacts to a less than significant level. Therefore, 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.

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. CDCR owns the approximately 1,200 acres on which CSP SAC and FSP are located. Approximately 300 acres are used for the CSP SAC facility, and 40 acres for FSP, leaving a sufficient buffer zone between prison facilities and 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, Aesthetics through 3.17, Utilities and Service Systems 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, such as the recently constructed Administrative Segregation building, have also implemented mitigation to ensure impacts are less than significant. Similarly, future improvements at CSP SAC or FSP would mitigate all potential impacts to a less than significant level. Therefore, 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 will cause substantial adverse effects on human beings, either directly or indirectly?

Less Than Significant With Mitigation. As discussed in the analysis above, any potentially significant impacts of the proposed project would be reduce to a less than significant level following incorporation of the mitigation measures listed herein; the proposed project would not otherwise have environmental effects that would cause substantial adverse direct or indirect effects on human beings. With the incorporation of mitigation, impacts would be less than significant.

SECTION 4: SUMMARY OF MITIGATION MEASURES

4.1 - Air Quality

- MM AIR-1** The CDCR and/or the project's construction contractor shall water all exposed construction surfaces at least two times daily or as often as needed for dust suppression for the duration of the construction period without causing runoff. Exposed surfaces include, but are not limited to, soil piles, graded areas, unpaved parking areas, staging areas, and access roads.
- MM AIR-2** The CDCR and/or the project's construction contractor shall cover or maintain at least two feet of free board space on haul trucks transporting soil, sand, or other loose material on the construction site. Any haul truck that will travel on freeways or major roadways shall be covered.
- MM AIR-3** The CDCR and/or the project's construction contractor shall avoid tracking dirt off the site where possible, and shall use wet power vacuum street sweepers to remove any visible trackout of mud or dirt onto adjacent public roads at least once a day for the duration of the construction period or as needed. The use of dry power sweeping or blowers is prohibited.
- MM AIR-4** All construction related vehicle speeds on unpaved roads during construction will be limited to a maximum of 15 miles per hour.
- MM AIR-5** The CDCR and/or the project's construction contractor shall pave all planned roadways, driveways, sidewalks and parking lots as soon as is feasible. In addition, the building pad shall be laid as soon as feasible, as determined by CDCR, after grading.
- MM AIR-6** The CDCR and/or the project's construction contractor shall minimize idling time either by shutting equipment off when not in use or reducing the time of idling to a maximum of 5 minutes (as required by the State airborne toxics control measure [Title 13, Section 2485 of the California Code of Regulations]). The CDCR and/or the project's construction contractor shall provide clear signage that posts this requirement for workers and visitors/deliveries at the entrances to the site.
- MM AIR-7** All construction equipment shall be maintained in proper working condition according to manufacturer's specifications. The equipment must be checked by a certified mechanic and determined to be running in proper condition before it is operated.

MM AIR-8 A site investigation shall be performed concurrently with the final geotechnical report required by Mitigation Measure GEO-1 to determine whether and where NOA is present in the soil and rock on the project site and/or areas that would be disturbed by the project. The site investigation shall include the collection of soil and rock samples by a California Registered geologist. If the site investigation determines that NOA is not present on the project site then the project applicant shall submit a Geologic Exemption as allowed under Title 17, Section 93105, Asbestos Airborne Toxic Control Measure for Construction, Grading, Quarrying, and Surface Mining (Asbestos ATCM). If the site investigation determines that NOA is present on the project site, then the project applicant shall submit an Asbestos Dust Control Plan including but not limited to control measures required by the Asbestos ATCM for approval by the Sacramento Metropolitan Air Quality Management District (SMAQMD). The project applicant shall submit the plan to the SMAQMD for review and approval before beginning any ground disturbance activity. SMAQMD approval of the plan must be received before ground disturbance occurs in any “areas moderately likely to contain NOA,” as determined by the map in California Geological Survey’s report titled Relative Likelihood for the Presence of Naturally Occurring Asbestos in Eastern Sacramento County, California. Upon approval of the Asbestos Dust Control Plan by the SMAQMD, the applicant shall ensure that construction contractors implement the terms of the plan throughout the construction period. This measure shall be fully funded by the project applicant.

4.2 - 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 should 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 and raptors on or 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 should 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.

4.3 - 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 are encountered during earth-disturbing activities for the project, all work in the adjacent area shall stop immediately and the Sacramento County Coroner's office shall be notified. If the remains are determined to be Native American in origin, the Native American Heritage Commission shall be notified and the most likely descendent will 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)

4.4 - 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 will 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 soils 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.

The final geotechnical report shall also address the presence of naturally occurring asbestos as required by Section 93105 (c)(1) of the California Code of Regulations and Mitigation Measure (MM) AIR-8 of this IS/MND.

Recommendations contained in the geotechnical engineering report shall be noted on the grading plans and implemented as appropriate before construction activity begins. Design and construction of all new project components shall 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.

4.5 - Transportation / Traffic

MM TRAN-1 The proposed project shall be responsible for restriping the eastbound left-turn lane at the intersection of East Natoma Street / Prison Road to extend the turn lane from 200 feet to 300 feet (plus taper/transition). Should a funding mechanism be adopted by the City of Folsom for programmed improvements that include this intersection, the project will be eligible for repayment up to its calculated fair share contribution for the turn lane restriping (estimated at 8.6 percent for the AM peak hour).

SECTION 5: REFERENCES

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