Richard J. Donovan Correctional Facility Mental Health Crisis Facility Project

Mitigated Negative Declaration/Initial Study

California Department of
Corrections and Rehabilitation
9838 Old Placerville Rd, Suite B
Sacramento, CA 95827
916-255-3010

February 2019

Mitigated Negative Declaration/Initial Study

For the

Richard J. Donovan Correctional Facility

Mental Health Crisis Facility Project

PREPARED FOR:

California Department of Corrections and Rehabilitation
Facility Planning, Construction and Management
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February 2019

MITIGATED NEGATIVE DECLARATION

Project: Richard J. Donovan Correctional Facility
Mental Health Crisis Facility Project

Lead Agency: California Department of Corrections and Rehabilitation

PROJECT DESCRIPTION

This Mitigated Negative Declaration (MND), supported by the attached Initial Study (IS), evaluates the environmental effects of implementing the proposed Richard J. Donovan Correctional Facility (RJDCF) Mental Health Crisis Facility Project (MHCF) (proposed project), which is located in the County of San Diego, California. The lead agency, the California Department of Corrections and Rehabilitation (CDCR), is proposing to construct a one- or two-story, approximately 61,000 gross square foot (gsf) building, and associated infrastructure improvements, all within the existing secure perimeter of the main RJDCF property. Two potential sites at RJDCF are under consideration for the new MHCF. Additional staff parking on RJDCF (outside the secured perimeter) is also proposed. All construction would be consistent in character, design, and height with other existing buildings within the secure perimeter of the main prison. No additional high-mast lighting would be installed as part of the project. The proposed project would result in the addition of 50 beds and approximately 165 new employees. Refer to Exhibits 2-1 through 2-3 of the attached IS.

FINDINGS

An IS has been prepared to assess the proposed project's potential effects on the environment and the significance of those effects. Based on the IS, and due to environmental protection features that CDCR has committed to as part of the proposed project prior to the release of the proposed MND/IS for public review, the proposed project would avoid the effects to a point where clearly no significant effects would occur. This conclusion is supported by the following findings:

1. The proposed project would have no impact related to agriculture and forest resources, biological resources, land use and planning, and mineral resources.
2. The proposed project would have a less-than-significant impact on aesthetics, air quality, energy, geology and soils, greenhouse gas emissions, hazards and hazardous materials, hydrology and water quality, noise, population and housing, public services, recreation, transportation and traffic, and utilities and service systems.
3. The proposed project would have a less-than-significant impact with mitigation incorporated on cultural resources and tribal cultural resources.

Questions or comments regarding this MND/IS may be addressed to:

Peter J Connelly Jr., Senior Environmental Planner
Environmental Planning Section
Facility Planning, Construction and Management
California Department of Corrections and Rehabilitation
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Sacramento, CA 94283-0001
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After comments are received from the public and reviewing agencies, CDCR will consider comments on environmental issues and may (1) finalize the MND/IS, (2) act to select the proposed project from the two options addressed in the MND/IS, (3) adopt any necessary findings and mitigation measures, (4) adopt the MND/IS and approve the proposed project, (5) and file project approval documentation as required by California Environmental Quality Act (CEQA) and its regulations. If the proposed project is approved, CDCR may proceed with its implementation.

Pursuant to Section 21082.1 of State CEQA Guidelines, CDCR has independently reviewed and analyzed the MND/IS for the proposed project and finds that the subject MND/IS reflect the independent judgment of CDCR.

I hereby approve this project:

(To be signed upon approval of the project after the public review period is complete)

RALPH M. DIAZ
SECRETARY (A)

California Department of Corrections and Rehabilitation

[Date]

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LIST OF ABBREVIATIONS

AASHTO	American Association of State Highway and Transportation Officials
AQIA	Air Quality Impact Analysis
CAA	federal Clean Air Act
CAAQS	California Ambient Air Quality Standards
Cal OSHA	California Division of Occupational Safety and Health
CalEEMod	California Emissions Estimator Model
Caltrans	California Department of Transportation
CARB	California Air Resources Board
CBC	California Building Standards Code
CCR	California Code of Regulations
CDCR	California Department of Corrections and Rehabilitation
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
CH_4	methane
CNDDB	California Natural Diversity Database
CNEL	Community Noise Equivalent Level
CNPS	California Native Plant Society
CO	carbon monoxide
CO_2	carbon dioxide
CRPR	California Rare Plant Rank
dB	decibels
dBA	A-weighted decibel
DCG	Design Criteria Guidelines
diesel PM	diesel particulate matter
EIR	environmental impact report
EO	Executive Order
EPA	U.S. Environmental Protection Agency
FEMA	Federal Emergency Management Agency
FTA	Federal Transit Administration
gpid	gallons per inmate per day
gsf	gross square foot
HFC	hydrofluorocarbons
in/sec	inches per second
IS	Initial Study
L_{dn}	Day-Night Noise Level
LED	light-emitting diode
LEED	U.S. Green Building Council's Leadership in Energy and Environmental Design
L_{eq}	Equivalent Noise Level
L_{max}	Maximum Noise Level
LOS	level of service

mgd	million gallons per day
MHCF	Mental Health Crisis Facility Project
MND	Mitigated Negative Declaration
MRZ	mineral resource zone
MS4	municipal separate storm sewer systems
MSCP	Multiple Species Conservation Program
$MTCO_2e$	million tons of carbon dioxide
N_2O	nitrous oxide
NAAQS	National Ambient Air Quality Standards
NAHC	Native American Heritage Commission
NO_2	nitrogen dioxide
NO_X	oxides of nitrogen
OWD	Otay Water District
PFC	perfluorocarbons
PM_{10}	respirable particulate matter
$PM_{2.5}$	fine particulate matter
PPV	peak particle velocity
RAQS	regional air quality strategy
RJDCF	Richard J. Donovan Correctional Facility
ROG	reactive organic gases
RWQCB	Regional Water Quality Control Board
SANDAG	San Diego Association of Governments
SDAB	San Diego Air Basin
SDAPCD	San Diego County Air Pollution Control District
SDG&E	San Diego Gas & Electric
SF_6	sulfur hexafluoride
SGMA	Sustainable Groundwater Management Act
SIP	State Implementation Plan
SLT	screening-level threshold
SO_2	sulfur dioxide
SWPPP	stormwater pollution prevention plan
TAC	toxic air contaminant
TCR	tribal cultural resource
TMDL	total maximum daily load
USFWS	U.S. Fish and Wildlife Service
UWMP	urban water management plan
VdB	vibration decibels
VMT	vehicle miles traveled
VOC	volatile organic compound

1 INTRODUCTION

1.1 INTRODUCTION AND REGULATORY GUIDANCE

This IS has been prepared by CDCR to evaluate the potential environmental effects associated with the construction and operation of a proposed 50-bed MHCF within the grounds of the RJDCF, which is located on eastern Otay Mesa in south San Diego County (see Exhibits 2-1 and 2-2 for the regional location and vicinity of the proposed project). CDCR is currently considering two separate sites within the secure perimeter of the main prison for the construction of a 50-bed MHCF. CDCR will select one of the two sites for the proposed MHCF upon completion and adoption of the MND/IS. The 2017/2018 California State Budget Act (Act; Senate Bill [SB] 840, Section 2, Item 5225-301-0001, Schedule 8) directs CDCR to prepare Preliminary Plans for the proposed facility at RJDCF.

The proposed MHCF would provide additional mental health treatment capacity within the CDCR correctional system for inmates determined by qualified medical/psychiatric staff to be in a mental health crisis state. The MHCF building would include one or two stories and provide approximately 61,000 gsf for 50 beds dedicated to inmates in mental health crisis, along with mental health care treatment space, clinical support space, housing, recreation, custody, support, and administrative services. Inmate-patients transported to the new MHCF for treatment may originate from any CDCR facility. The building would also be designed to have the flexibility to allow provision of other levels of mental health care in addition to crisis. Inmates are typically transferred to a MHCF on a limited-term basis (approximately ten days); when stabilized, the inmates are subsequently transferred to other CDCR correctional facilities that provide the required housing and necessary ongoing mental health treatment. The proposed project would employ approximately 165 staff.

A more detailed description of the proposed project is provided in Chapter 2 of this document.

This document has been prepared in accordance with CEQA (Public Resources Code Section 21000 et seq.) and the CEQA Guidelines (California Code of Regulations Section 15000 et seq.). Under CEQA, an IS can be prepared by a lead agency to determine if a project may have a significant effect on the environment (CEQA Guidelines Section 15063[a]), and to determine the appropriate environmental document. In accordance with 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 applicant and such revisions would reduce potentially significant effects to a less-than-significant level." In this circumstance, the lead agency prepares a written statement describing its reasons 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).

Compliance with CEQA is required before the proposed project is considered for approval by the lead agency. Evidence of the completed environmental review process is necessary for the acceptance of Preliminary Plans by the State Public Works Board. Upon completion and approval of Preliminary Plans, CDCR would continue into the second construction planning phase, which is termed "Working Drawings." During the Working Drawings phase, CDCR would prepare more detailed plans and specifications necessary to build the new MHCF.

As described in the IS (Chapter 3), CDCR has found no substantial evidence that the proposed project may have one or more significant adverse effects on the environment. Based on the IS, and due to environmental protection features that CDCR has committed to incorporating into the project, the proposed project would avoid the effects to a point where clearly no significant effects would occur. Therefore, an MND/IS is the

appropriate document for compliance with the requirements of CEQA. This MND/IS conforms to these requirements and to the content requirements of CEQA Guidelines Section 15071.

1.2 PURPOSE OF DOCUMENT

CDCR is the lead agency for the proposed project. Under CEQA, the lead agency is the public agency with primary responsibility over approval of the proposed project. The purpose of this document is to present to decision-makers and the public the potential environmental consequences of implementing the proposed project. This disclosure document is being made available to the public for review and comment. The MND/IS is available for a 32-day public review period from February 15, 2019 to March 20, 2019.

If you wish to send written comments (including via e-mail), then they must be postmarked by March 20, 2018. Written comments should be addressed to:

Peter J Connelly Jr., Senior Environmental Planner
Environmental Planning Section
Facility Planning, Construction and Management
California Department of Corrections and Rehabilitation
P.O. Box 942833
Sacramento, CA 94283-0001

E-mail comments may be addressed to Peter.Connelly@cdcr.ca.gov.

If you have questions regarding the MND/IS, please call Mr. Connelly at (916) 255-3010.

After comments are received from the public and reviewing agencies, CDCR will consider comments on environmental issues and may (1) finalize the MND/IS, (2) act to select the proposed project from the two options addressed in the MND/IS, (3) adopt any necessary findings and mitigation measures, (4) adopt the MND and approve the proposed project, (5) and file project approval documentation as required by the Act and its regulations. If the proposed project is approved, CDCR may proceed with its implementation.

A copy of the MND/IS is available for public review at the following locations:

1. Otay Mesa-Nestor Branch Library
   3003 Coronado Avenue
   San Diego, CA 92154
   (619) 424-0474

2. Chula Vista Public Library
   2015 Birch Road #407
   Chula Vista, CA 91915
   (619) 397-5740

A public hearing will be held at Chula Vista City Council Chambers, 276 Fourth Avenue, Chula Vista, CA 91910 on March 18, 2019 at 6:00PM.

A copy of the MND/IS is also available for public review online at http://www.cdcr.ca.gov/FPCM/Environmental.html

1.3 SUMMARY OF FINDINGS

Chapter 3 of this document contains the analysis and discussion of potential environmental impacts of the proposed project.

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

- Agriculture and Forest Resources,
- Biological Resources,
- Land Use and Planning, and
- Mineral Resources.

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

- Aesthetics,
- Air Quality,
- Energy,
- Geology and Soils,
- Greenhouse Gas Emissions,
- Hazards and Hazardous Materials,
- Hydrology and Water Quality,
- Noise,
- Population and Housing,
- Public Services,
- Recreation,
- Transportation and Traffic, and
- Utilities and Service Systems.

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

- Cultural Resources, and
- Tribal Cultural Resources.

1.4 DOCUMENT ORGANIZATION

This MND/IS is organized as follows:

Chapter 1: Introduction. This chapter provides an introduction to the environmental review process. It describes the purpose and organization of this document and presents a summary of findings.

Chapter 2: Project Description and Background. This chapter describes the purpose of and need for the proposed project and provides a detailed description of the proposed project.

Chapter 3: Environmental Checklist. This chapter presents an analysis of a range of environmental issues identified in the CEQA Environmental Checklist and determines if each of a range of impacts would result in no impact, a less-than-significant impact, a less-than-significant impact with mitigation incorporated, or a potentially significant impact. If any impacts were determined to be potentially significant, an EIR would be required. For this project, however, environmental protection features that CDCR has committed to before release of the proposed MND and IS for public review have been incorporated. Therefore, the proposed project would avoid the effects to a point where clearly no significant effects would occur.

Chapter 4: References. This chapter lists the references used in preparation of this MND/IS.

Chapter 5: List of Preparers. This chapter identifies report preparers.

Chapter 6: Mitigation Monitoring and Reporting Program. This chapter lists mitigation measures identified in the MND/IS.

2 PROJECT DESCRIPTION AND BACKGROUND

2.1 INTRODUCTION

As described in Chapter 1, CDCR has been directed by provisions of the 2017/2018 California State Budget Act to prepare Preliminary Plans for the proposed construction and operation of a 50-bed MHCF within the main grounds of RJDCF in southern San Diego County. The proposed facility will be located entirely within the secure perimeter of the main prison at one of two locations (east and west options). The preparation of Preliminary Plans is specifically authorized in Section 2, Item 5225-301-0001, Schedule 8, CDCR, of the 2017/2018 State Budget Act.

The proposed MHCF would provide additional mental health treatment capacity within the CDCR correctional system for inmates determined by qualified medical/psychiatric staff to be in a mental health crisis state. Once constructed and activated, the new MHCF would have a licensed capacity of 50 inmate-patients. As noted above, the new building would also be designed to have the flexibility to allow provision of other levels of mental health care in addition to crisis. Approval and implementation of the proposed project would not result in any significant expansion of the existing secure perimeter that surrounds the main prison facilities at RJDCF.

CDCR is proposing to construct a new MHCF at RJDCF in consideration of its proximity to a potential recruitment pool of skilled medical professionals and to provide a permanent solution to the need for a licensed MHCF. The proposed facility would be designed and constructed to meet all applicable requirements for 24-hour licensed care (including safety, space, program, and sanitary needs) for crisis and other levels of mental health care.

The proposed MHCF building would include one- or two-stories and provide approximately 61,000 gsf for 50 beds dedicated to inmate-patients in mental health crisis, along with mental health care treatment space, clinical support space, housing, recreation, custody, support, and administrative services.

Inmate-patients transported to the new MHCF for treatment may originate from any CDCR facility; all patient transport is by CDCR custody staff. Inmate-patients are typically transferred to a MHCF on a limited-term basis (approximately 10 days); when stabilized, the inmates are transferred to correctional facilities that provide the required housing and necessary ongoing mental health treatment. The infrastructure improvements associated with the proposed project would include installing additional recreation yards (within secured areas directly adjacent to the facility) and establishing connections to existing utilities. The proposed project also includes improving an existing parking lot that would permanently dedicate an additional 95 parking spaces for staff and visitors to the MCHF.

Staffing increases associated with the new facility would consist of approximately 165 new positions spread over three shifts plus an administrative shift that overlaps with two of the other three shifts. During construction, existing visitor parking areas may be utilized for staff and construction parking.

The IS prepared for the proposed MHCF shows that with the implementation of mitigation, there is no substantial evidence, in light of the entire record, that the improvements would have a significant effect on the environment. Therefore, CDCR has determined that preparation of an MND/IS is the appropriate environmental document for the proposed project.

2.2 PROJECT LOCATION

RJDCF property is located at 480 Alta Road, San Diego, California, within the unincorporated Otay Mesa area of San Diego County, approximately 18 miles southeast of downtown San Diego and 2.5 miles north of the United States/Mexico border. The facility is situated on approximately 780 acres of land owned by the State of California. Primary local access to RJDCF is provided by Alta Road. Regional access to RJDCF is provided from

Interstate 805 (I-805), and State Route 905 (SR-905). Exhibits 2-1 and 2-2 show RJDCF's regional location and project vicinity, including access roads.

RJDCF is bounded by two Otay River tributary canyons: O'Neal Canyon to the north and Johnson Canyon to the south. San Diego County operates the George F. Bailey and East Mesa Detention Facilities, located just north of O'Neal Canyon on Alta Road. The Otay Ranch Open Space Preserve is located adjacent to and west of RJDCF. Other nearby land uses include the lower Otay Reservoir, located approximately 2 miles north, and Brown Field Municipal Airport (owned by the City of San Diego), located approximately 2 miles southwest of the RJDCF property.

The majority of lots along Alta Road south of RJDCF are either developed or are in the process of being developed for future industrial and institutional land uses. Existing developments include, but are not limited to, the Otay Mesa Energy Center, a federal immigration detention facility, a second power plant, and large parking facilities used for international commerce transfer. As noted, the main San Diego County jail complex is situated at the north end of Alta Road. Three single-family residences are located along the north side of Otay Mesa Road at 6940, 6944, and 6948 Otay Mesa Road.

2.3 DESCRIPTION OF OPTIONAL PROJECT SITES

The RJDCF property is primarily developed, and consists of disturbed land, prison buildings and recreation yards, ancillary operation-related uses, parking lots, a firing range, a helistop, and an access gate. There is the main prison and a recently constructed separate addition within the state property. Exhibit 2-3 shows the east and west location options for the proposed MHCF building and the location of the existing parking lot to be improved. Both sites are situated within active areas of the main secured prison; preparation of either site will require some removal of existing improvements and grading.

2.4 DESCRIPTION OF PROPOSED PROJECT

The MHCF building would include one- or two-stories and provide approximately 61,000 gsf for 50 beds dedicated to inmate-patients in mental health crisis, along with mental health care treatment space, clinical support space, housing, recreation, custody, support, and administrative services. New outdoor recreation facilities associated with the proposed MHCF facility would total approximately 3,500 square feet and include individual secure management yards and group yards. The proposed MHCF building would be designed based on security requirements established in CDCR Design Criteria Guidelines (DCG) for maximum security (Level IV) inmates, with features including detention-grade materials. Inmate-patients housed at the proposed facility would be fully restricted to the new MHCF building for their mental health treatment, recreation, and food service for the duration of their individual treatment. The RJDCF currently has perimeter security consisting of two razor-wire toped perimeter fences with a lethal electrified fence running between the two perimeter fences.

The infrastructure improvements associated with the proposed project would include establishing connections to existing utilities. The proposed project also includes improving an existing parking lot that would permanently dedicate an additional 95 parking spaces. Staffing increases associated with the new facility would consist of approximately 165 new positions spread over three shifts plus an administrative shift that overlaps with two of the other three shifts. The MHCF building would be accessed through existing pedestrian and vehicular sallyports in the main prison's security perimeter. Access to the main prison is from Donovan State Prison Road off Alta Road; pedestrian pathway improvements around the perimeter of the MHCF site in compliance with the Americans with Disabilities Act (ADA) requirements would also be provided as part of the proposed project.

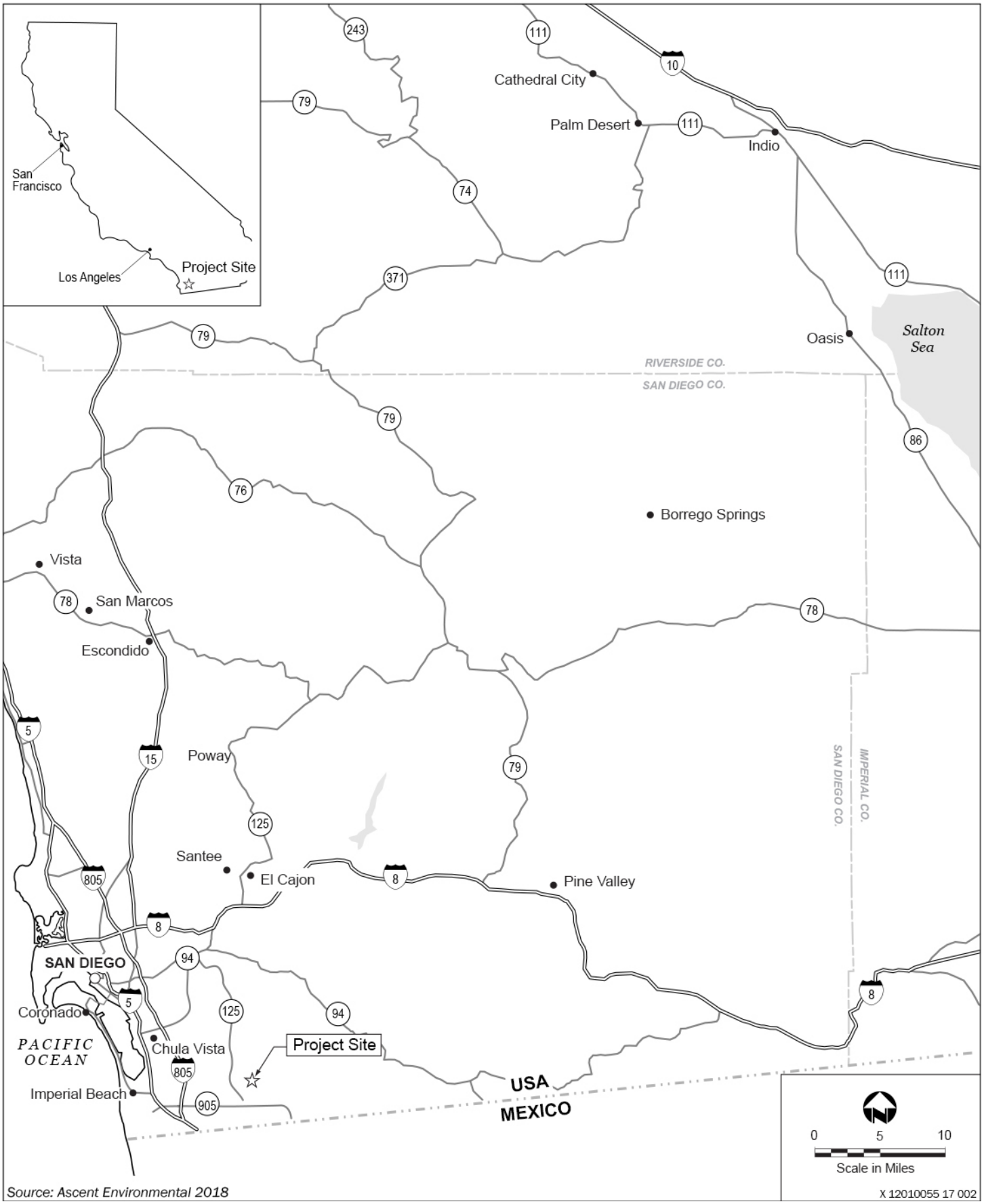
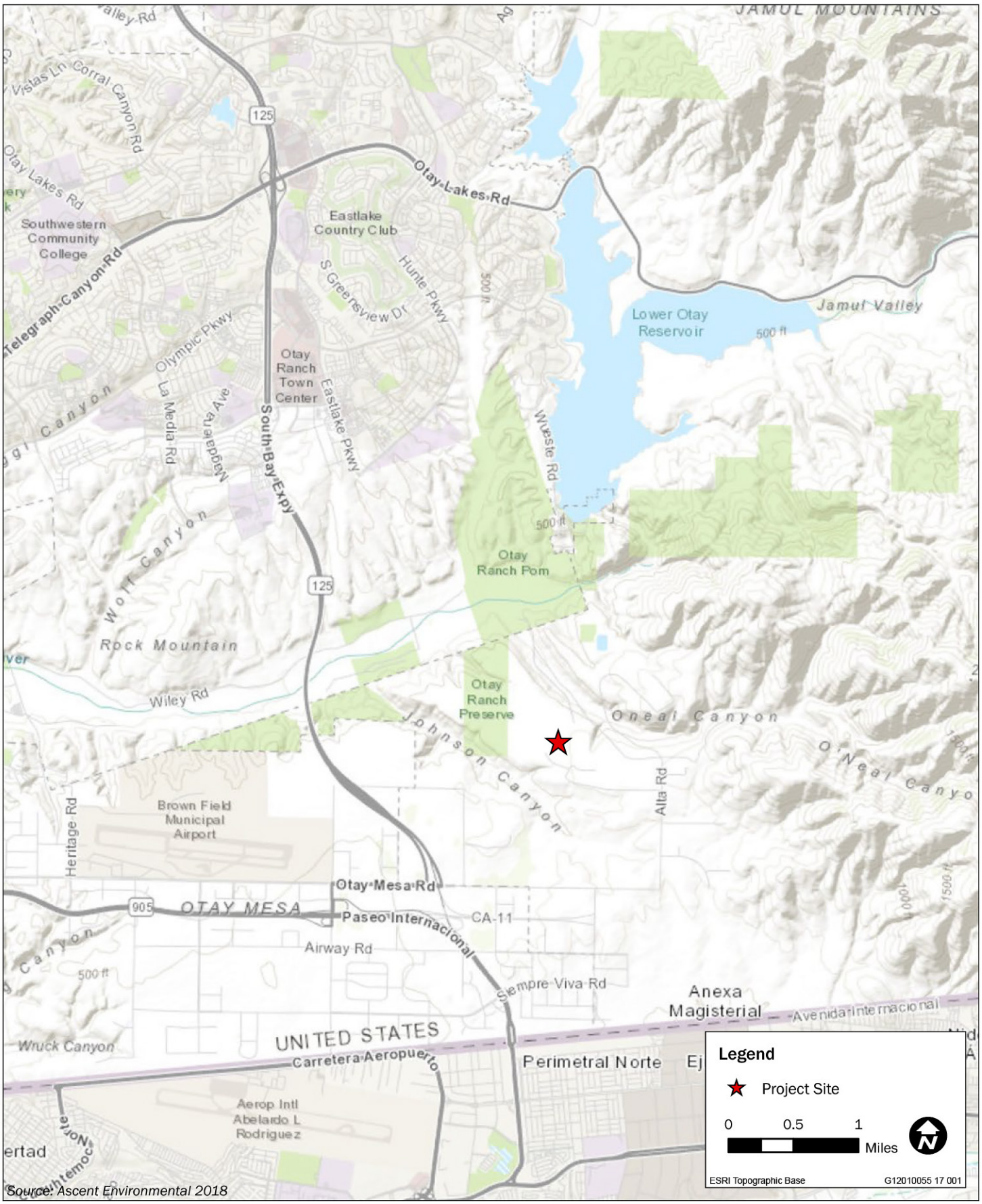


Exhibit 2-1 Project Location



Source: Ascent Environmental 2018

Exhibit 2-2 Site Location and Vicinity

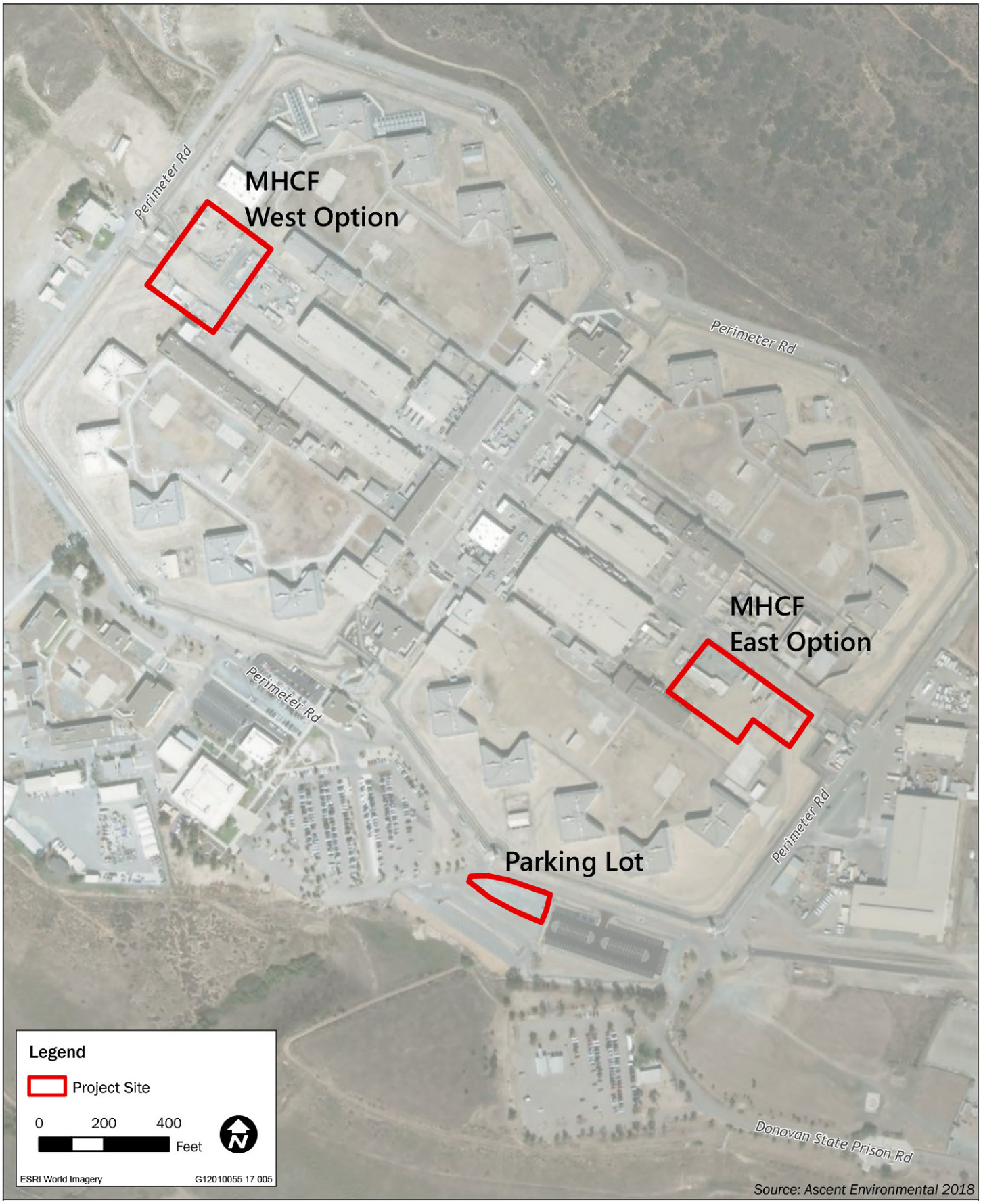


Exhibit 2-3 Proposed MHCF Location Options and Parking Lot

Housing, treatment, and support space would be built according to CDCR DCG; California Building Standards Code (CBC); California Code of Regulations (CCR) Title 24; and other state design policies and regulations. The MHCF will be built in accordance with the U.S. Green Building Council's sustainable design principles established through its Leadership in Energy and Environmental Design (LEED) rating system. The proposed facility would be designed and constructed to meet all applicable requirements for 24-hour licensed care (including safety, space, program, and sanitary needs) for crisis and other levels of mental health care.

2.4.1 PROJECT OBJECTIVES

In response to several class action lawsuits and court orders, CDCR is under federal receivership to improve its provision of adequate mental health care, including mental health crisis treatment. Inmates in mental health crisis are required to be placed in a mental health crisis facility as quickly as possible, no more than 24 hours from diagnosis. Compliance with the court orders will require adding more mental health crisis beds proximate to areas with the greatest need and recruiting enough medically-skilled staff to avoid delays in treatment. Accordingly, CDCR's objectives for the proposed project are to:

- comply with the provisions of the 2017/2018 State Budget Act to prepare preliminary construction plans for a 50-bed mental health crisis facility at RJDCF;
- facilitate compliance with court orders to provide constitutionally adequate mental health treatment, including licensed, permanent mental health treatment services, within the State's correctional system and to reduce transfer times for inmate-patients in a mental health crisis state;
- locate treatment services in a geographically central area of the greater southern California region to complement existing mental health crisis beds in other parts of the State;
- locate treatment services in a geographically central area of the greater southern California region to facilitate recruitment and retention of skilled medical and mental health professionals; and
- prioritize infill over greenfield (e.g., non-developed land) development by utilizing developed areas and existing infrastructure to maximize efficient use of State resources and minimize conversion of natural resources, consistent with overall State goals.

2.4.2 SITE DEMOLITION AND IMPROVEMENT

The west location option contains minimal improvements that would need to be removed prior to site grading; use of this site would require a minor modification to the existing perimeter fence.

The east location option is developed with storage trailers and a concrete pad that would be removed prior to site grading and project construction.

Project drainage improvements would include sheet runoff and connections into an existing storm water conveyance system at both locations. Utilities would be installed in trenches and connection made to existing water and sewer lines.

2.4.3 LIGHTING

Site lighting would be provided in the improved parking lot, in compliance with CDCR DCG. Photometric calculations would be provided in the design stage to ensure DCG requirements are followed. Lighting would be typical of existing lighting systems and would supplement existing lighting in the project area as needed. For the purposes of this MND/IS, it is assumed that lighting would be affixed to the MHCF building, and if provided, the secure patient recreation area (e.g. wall-pack lights) with light-emitting diode (LED) bulbs using dusk-to-dawn sensors. All overhead lighting would have directional shielding as required by the CDCR DCG. No new high-mast lighting would be included in the proposed project. Power for site lighting would come from the new building

service. Generator standby power would be provided to the secure perimeter lighting and support operations of the proposed MHCF. Existing service would provide operational electricity for the parking lot lighting.

2.4.4 UTILITIES AND INFRASTRUCTURE

RJDCF, including both proposed MHCF location options, is currently served by potable water, wastewater conveyance and treatment, electrical, natural gas and solid waste services; the proposed project is not expected to exceed existing capacities of these utilities.

If the east MHCF location is chosen, the water supply line would connect with an existing six-inch water line located west of the proposed building. If the west MHCF location option is chosen, the water supply line would connect with an existing 12-inch water line in the perimeter road west of the proposed site. The new facility would be serviced by its own boilers; it would not be connected to the prison's existing hydronic loop. It is assumed these boilers will be fueled by natural gas. Sewer service would be provided by connection to existing piping in the vicinity of each site. Electricity in the project area is derived from 15 kilovolt class high voltage underground feeders originating from the high voltage 1,200 amps 12 kilovolt switchgear in the Central Energy Plant, with service provided from existing substations near both proposed locations. The proposed storm drainage system will include onsite surface drainage and roof drainage from buildings that will be connected to the 15-inch drain in the immediate vicinity of both proposed locations. There are existing telephone and data distribution systems within proximity to both east and west project location options.

2.4.5 STAFFING AND INMATE POPULATION

FACILITY STAFFING

The MHCF would operate 24 hours a day, year-round, with three 8-hour shifts (watches) and an administrative watch that typically is staffed from 8 a.m. to 5 a.m. The facility would require correctional officers, mental health and medical staff, administrative staff, and other support staff. For the purpose of CEQA analysis, it is estimated that the proposed project may directly and indirectly result in an increase of as many as approximately 165 additional staff. This would potentially increase the total number of staff at RJDCF from approximately 1,425 to around 1,590 projected future staff. Table 2-1 provides the details of staff that would result from the construction of the MHCFB facility, by shift.

Table 2-1 Projected MHCF Facility Staffing

Shift	Number of Employees at Existing Facility	Projected Employees for Proposed 50-Bed Facility	Total Projected Future Employees (Existing plus Proposed Project)
First Watch 10:00 p.m. to 6:00 a.m.	120	22	144
Second Watch 6:00 a.m. to 2:00 p.m.	1,037	39	1,076
Third Watch 2:00 p.m. to 10:00 p.m.	269	37	306
Other Staff 8:00 a.m. to 5:00 p.m.	--	67	67
Total All Watches	1,426	165	1,591

Source: CDCR 2018

INMATE POPULATION

The current inmate population at RJDCF is approximately 3,900 inmates. The MHCF could accommodate up to 50 new inmate-patients after construction. Although some of these inmates may be already be housed at RJDCF, others would be transported from other CDCR facilities. For the purpose of this analysis, it is assumed that the proposed project may result in an increase of up to 50 inmates. Since these beds are only used on a short-term (10-day) basis they are not considered an increase in RJDCF's permanent inmate capacity.

2.4.6 VISITATION

Visitation of inmates is restricted to legal counsel while inmates are undergoing treatment at the MHCF. No family visitation is allowed during the temporary treatment period at a MHCF.

2.5 PROJECT CONSTRUCTION

Earth-moving equipment (e.g., backhoes, front-end loaders, and dump trucks) would be used during excavation and site preparation. Concrete trucks and pumpers would be used to pour concrete for foundation and parking lot installation. Forklifts would be used to erect walls and deliver materials from storage/laydown areas. Cranes would install columns, steel metal roof beams, metal decking, and other components as well as being potentially utilized during initial demolition.

The proposed staging area would be located on an existing unpaved parking lot. It is not anticipated that use of this parking lot as a staging area would result in increased soil disturbance. Soil would be graded and remediated on site, and no additional fill would be required. After the site preparation phase of construction is complete, the building construction phase would result in a maximum of eight round trips per day.

Construction equipment used for site preparation and development of the project would likely include:

- excavator,
- backhoe (including breaker),
- jack hammer,
- front-end loader,
- tractor,
- dump truck,
- truck,
- grader,
- crane (for use of locating major equipment),
- fork lift,
- bobcat (36-inch),
- air compressor,
- pneumatic lift, and
- pneumatic tools.

Construction staging for work would occur within the secure perimeter(s) near the individual construction work areas. Personal construction vehicles would not be permitted within the secure perimeter of RJDCF. Construction workers would be required to park their vehicles in a designated area on RJDCF grounds. All construction traffic would enter the RJDCF grounds from Alta Road, deliveries would go directly to either the laydown and construction staging area outside the secure perimeter or directly through the vehicle sallyports to the construction areas within the secure perimeter.

Construction of the proposed project would require between 5 and 70 construction workers per day (including managers, inspectors, custody officers, and support staff) and potentially up to 60 Inmate Ward Labor workers.

The proposed project would take approximately 24 months to construct. The primary phases of construction would include site mobilization and security, site preparation, and building construction. Construction of specific project components would be sequenced based on phasing requirements. Construction activities would begin in fall 2020, with completion anticipated in fall 2022.

Construction activities would occur between the hours of 6:00 a.m. and 3:30 p.m., Monday through Friday. The contractor may request to work additional hours on the weekdays and weekends with prior approval by the construction manager and institution directors but would otherwise confine their work to the hours listed above.

2.6 PROJECT OPERATION

The proposed project would not substantially change the operation of RJDCF. The proposed project would not affect the existing security levels of any of the existing facilities within the RJDCF boundary, change the schedule of existing staff, or change visitation operations.

2.7 ENVIRONMENTAL PROTECTION FEATURES

Housing, treatment, and support space would be built according to CDCR DCG, CBC, CCR Title 24, and other state design policies and regulations. Compliance with CCR Title 24 Building Energy Efficiency Standards would result in an energy-efficient building as it relates to electricity and water consumption.

2.7.1 LEED CERTIFICATION FEATURE

LEED is an internationally recognized green building certification system that provides third-party verification that a building or community was designed to meet the following goals: energy savings, water efficiency, CO_2 (greenhouse gas) emissions reduction, improved indoor air quality, and stewardship of resources and sensitivity to their impacts. CDCR will design the project to meet and obtain the U.S. Green Building Council's LEED certification for new construction. This feature would promote sustainable building practices that would lead to decreased energy and natural resource usage.

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3 ENVIRONMENTAL CHECKLIST

PROJECT INFORMATION	
1. Project Title:	Richard J. Donovan Correctional Facility Mental Health Crisis Facility Project
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:	Peter J Connelly Jr (916) 255-3010
4. Project Location:	480 Alta Road, San Diego, CA 92179
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/Semi-Public
7. Zoning:	S90
8. Description of Project: (Describe the whole action involved, including but not limited to later phases of the project, and any secondary, support, or offsite features necessary for its implementation. Attach additional sheets if necessary.)	
Please refer to Section 2 of this MND/IS	
9. Surrounding Land Uses and Setting: (Briefly describe the project's surroundings)	Please refer to Section 2 of this MND/IS
10: Other public agencies whose approval is required: (e.g., permits, financing approval, or participation agreement)	None

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.

☐ **Aesthetics**	☐ **Agriculture and Forest Resources**	☐ **Air Quality**
☐ **Biological Resources**	☐ **Cultural Resources**	☐ **Geology / Soils**
☐ **Greenhouse Gas Emissions**	☐ **Hazards & Hazardous Materials**	☐ **Hydrology / Water Quality**
☐ **Land Use / Planning**	☐ **Mineral Resources**	☐ **Noise**
☐ **Population / Housing**	☐ **Public Services**	☐ **Recreation**
☐ **Transportation / Traffic**	☐ **Utilities / Service Systems**	☐ **Mandatory Findings of Significance**
		☒ **None With Mitigation**

DETERMINATION (To be completed by the Lead Agency)

On the basis of this initial evaluation:

☐ I find that the proposed project could not have a significant effect on the environment, and a **NEGATIVE DECLARATION** will be prepared.

☒ I find that although the proposed project COULD have a significant effect on the environment, there WILL NOT be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A **MITIGATED NEGATIVE DECLARATION** will be prepared.

☐ I find that the proposed project **MAY** have a significant effect on the environment, and an **ENVIRONMENTAL IMPACT REPORT** is required.

☐ I find that the proposed project **MAY** have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An **ENVIRONMENTAL IMPACT REPORT** is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier **EIR** or **NEGATIVE DECLARATION** pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier **EIR** or **NEGATIVE DECLARATION**, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signature	**Date**
RALPH M. DIAZ (A)	SECRETARY
Printed Name	**Title**
California Department of Corrections and Rehabilitation	
Agency	

EVALUATION OF ENVIRONMENTAL IMPACTS

1. A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
2. All answers must take account of the whole action involved, including offsite as well as onsite, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
3. Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
4. "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less-than-significant level (mitigation measures from "Earlier Analyses," as described in (5) below, may be cross-referenced).
5. Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:
   a) Earlier Analysis Used. Identify and state where they are available for review.
   b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
   c) Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
6. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
7. Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
8. This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.
9. The explanation of each issue should identify:
   a) The significance criteria or threshold, if any, used to evaluate each question; and
   b) The mitigation measure identified, if any, to reduce the impact to less than significance.

3.1 AESTHETICS

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
I. Aesthetics. Would the project:				
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☐	☒
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☒
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	☐	☐	☒	☐
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☒	☐

3.1.1 ENVIRONMENTAL SETTING

Aesthetic resources are generally defined as both the natural and built features of the landscape that contribute to the public's experience and appreciation of the environment. Depending on the extent to which a project's presence would negatively alter the perceived visual character and quality of the environment, aesthetic impacts may occur. This analysis is based on information gathered at a site visit on July 12, 2018, review of project maps, aerial and ground level photographs of the project area, and available planning documents.

REGIONAL SETTING

RJDCF, including the east and west location options for the proposed MHCF building, are located in the Otay Mesa area of San Diego County, approximately 2.5 miles north of the Otay Mesa U.S. Port of Entry border crossing between California and Mexico on Alta Road, and nearly 12 miles east of the Pacific Ocean.

VISUAL SETTING

The general vicinity surrounding the RJDCF property is characterized by low, gently rolling hills and canyons, which transition in elevation from the Otay River Valley (approximately 200 feet) east to the San Ysidro Mountains (over 3,400 feet). RJDCF is located on a mesa situated between O'Neal Canyon to the northeast and Johnson Canyon to the southwest, with the Otay River Valley to the north. The immediately surrounding area is predominantly undeveloped, with a mix of disturbed and native landscapes.

Developed lands in the surrounding vicinity of the RJDCF property consist of a combination of institutional facilities and industrial uses. The George F. Bailey and East Mesa Detention facilities are located approximately 2,300 feet to the northeast of RJDCF across O'Neal Canyon, and Otay Mesa Energy Center is located approximately 4,200 feet to the southwest of RJDCF. An auto auction yard and the Otay Mesa Road Transfer Complex are located along Otay Mesa Road near Alta Road. Three residences are located along Otay Mesa Road between approximately 1.5 and 3.0 miles southwest of the RJDCF.

Areas to the north and east are generally undeveloped and are occasionally used for recreation via the Otay Mountain Truck Trail. Otay Valley Regional Park surrounds RJDCF in a semicircle to the north, west, and south,

though there are no active or passive uses in the immediate vicinity of RJDCF. These areas are characterized by rolling hills of Coastal sage scrub and chaparral habitat. The Otay Mountain Truck Trail, a county-owned multi-use regional trail, runs from Otay Lakes and Otay Valley to the north, to the east of the George F. Bailey and East Mesa Detention facilities before turning westward to Alta Road.

The RJDCF property includes existing security fencing, high-mast lighting and prison buildings that have an institutional and simple appearance of concrete and gray color tones on low-lying (mostly two-story) structures. CDCR proposes to locate the MHCF building on one of two locations within the existing secure perimeter of the RJDCF property. The western location option is covered with asphalt, gravel and fencing and the eastern location is currently developed with storage trailers and a concrete pad. The MHCF building would be either one- or two-stories and would be comprised of typical building elements such as foundations, utilities, walls, sidewalks, a recreation yard, fire/life/safety equipment, etc. As with other aspects of RJDCF the new building will have an institutional appearance.

VISUAL DISTANCE ZONES

The following distance zones (foreground, middle ground, and background) can be used to characterize the dominant visual character from each vantage point and describe views in terms that can be analyzed and compared. The sensitivity of views, which have been modified from the existing environment are defined to establish thresholds for the 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 to be 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 although they 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.

VIEWS OF THE PROJECT SITE FROM OFFSITE VIEWPOINTS

The proposed MHCF building would be located either on the western or eastern portion of the existing RJDCF property. However, pronounced views of the MHCF are not anticipated as the RJDCF and the nearby George F. Bailey and East Mesa Detention facilities are not prominent in foreground or middle ground views from roadways, recreational areas, residences, or businesses in the surrounding area, and the MHCF building would be visually intermixed with existing prison buildings.

Exhibit 3-1 [VP1] provides representative views of RJDCF property and surrounding terrain as seen from Alta Road to the east of the project site. This viewpoint is just south of a section of the Otay Mountain Truck Trail. Due to the undulating topography and the layout and elevation of the road, views of the prison grounds are partially obstructed by a hill and are in the background of the viewshed. Receptors accessing this viewing point include drivers on Alta Mesa Road, although views would be limited because of the speeds at which vehicles pass the site. This viewpoint is also representative of views of the project site from the Otay Mountain Truck Trail, although the trail itself cannot be accessed from this point.

Exhibit 3-2 [VP2] provides representative views of the RJDCF property from Otay Mesa Road, including views from the vicinity of the auto auction yard and residences. The RJDCF property is approximately one mile north of this location. Receptors accessing this view point include drivers on Alta Mesa Road and Otay Mesa Road, although views would be limited because of the speeds at which vehicles pass the site. The project site is situated in the distant background views from the residences.

Exhibit 3-3 [VP3] provides representative views from the corner of Eastlake Parkway and Hunte Parkway, located in the Otay Ranch planned community. The RJDCF property is over two miles southeast from this location and is barely discernible in the distant background because of undulating topography and vegetation.

Exhibit 3-4 [VP4] provides views from one of the residences along Otay Mesa Road. The existing RJDCF property is approximately 2 miles north of this location.

There are no officially designated Scenic Highways within San Diego County (Caltrans 2011).

LIGHT AND GLARE SETTING

The terms "glare" and "skyglow" are used in this analysis to describe the visual effects of lighting. For the purposes of this impact analysis, glare is considered to be direct exposure to bright lights and skyglow is a glow that extends upward beyond the light source into the night sky and can dominate or partially dominate nighttime views above the horizon.

The existing RJDCF property and the County's George F. Bailey and East Mesa Detention facilities are the predominant light sources in the area. Lighting at these facilities includes lighting on the guard towers and high-mast (60 to 100 feet tall) lighting on cell blocks and yards, as well as less intensive (parking- lot type) perimeter fence lighting, lighting for access roads and ancillary uses, and lighting poles for site security. As a result, indirect lighting and sky glow are visually evident from locations adjacent to and within 5 miles of these existing facilities.

3.1.2 DISCUSSION

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

And

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

No Impact There are no officially designated Scenic Highways within San Diego County. There would be no impact to scenic resources viewed from a state scenic highway.

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

Less-than-Significant Impact The east and west site options for the proposed MHCF building are located within the secure perimeter of the existing RJDCF property and are surrounded by open space with low, gently rolling hills and canyons. The surrounding area is also interspersed with industrial and other institutional land uses, which detract somewhat from the scenic qualities of the general area. The RJDCF property is set back from public roads, and is not prominent in foreground or middle ground views from nearby roadways, recreational areas, residences or businesses.

Source: Ascent Environmental 2013

Exhibit 3-1 **Viewpoint 1**

Source: Ascent Environmental 2013

Exhibit 3-2 **Viewpoint 2**

Source: Ascent Environmental 2013

Exhibit 3-3 **Viewpoint 3**

Source: Ascent Environmental 2013

Exhibit 3-4 **Viewpoint 4**

Because the proposed MHCF sites are located within the secure perimeter of the existing RJDCF property, it would not substantially alter the scenic qualities of the project site or its surroundings. The new MHCF building would be similar in appearance to the existing structures and would not have a substantial adverse effect on scenic vistas or substantially degrade the existing scenic character or quality of the site or its surroundings. Impacts to visual character and quality would be less than significant.

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

Less-than-Significant Impact There are no immediately adjacent uses that would be impacted by the addition of new lighting. Site lighting would be in compliance with CDCR DCG that includes directional shielding to prevent new sources of glare. Light poles similar in height, appearance, and intensity to modern streetlights would be used for the parking areas. Security lighting for the MHCF would be building-mounted and used in conjunction with existing facility lighting. No high mast lighting (sometimes referred to as yard lighting) would be used. Therefore, impacts would be less than significant.

3.2 AGRICULTURE AND FOREST RESOURCES

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
II. Agriculture and Forest Resources.				
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, as updated) 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 forest carbon measurement method provided in Forest Protocols adopted by the California Air Resources Board.				
Would the project:				
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?	☐	☐	☐	☒
b) Conflict with existing zoning for agricultural use or a Williamson Act contract?	☐	☐	☐	☒
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☐	☒
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
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 non-forest use?	☐	☐	☐	☒

3.2.1 ENVIRONMENTAL SETTING

Farmland is mapped by the State of California Department of Conservation under the Farmland Mapping and Monitoring Program (FMMP). The FMMP was created by the State of California to provide data on farmland quality for use by decision makers in considering possible conversion of agricultural lands. Under the FMMP, land is delineated into the following eight categories: Prime Farmland, Farmland of Statewide Importance, Unique Farmland, Farmland of Local Importance, Grazing Land, Urban or Built-Up Land, other Land, and Water. Mapping is conducted on a county-wide scale, with minimum mapping units of 10 acres unless otherwise specified. The existing RJDCF property and east and west site options for the proposed MHCF building are located on land classified as Urban and Built-Up Land (Department of Conservation 2018). The County of San Diego General Plan land use designation for the RJDCF property is public/semi-public facilities (County of San Diego 2011). This designation identifies major facilities built and maintained for public use, such as institutional uses, academic facilities, governmental complexes, and community service facilities (e.g., County airports, public schools, correctional institutions, solid waste facilities, water facilities, and sewer facilities). No agricultural operations currently exist on the project site.

3.2.2 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 The existing RJDCF property and the east and west site options for the proposed MHCF building are located on land classified as Urban and Built-Up Land (Department of Conservation 2018). The San Diego County General Plan Land Use Element designates the RJDCF property as public/semi-public facilities (County of San Diego 2011). The proposed east and west project site options are located within the secure perimeter of the existing RJDCF property, which consists of land that does not support any agricultural uses. Therefore, development of the MHCF building would have no impact related to Prime or Unique Farmlands, or Farmland of Statewide Importance.

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

No Impact The east and west site options for the proposed MHCF building are not under Williamson Act designation. Therefore, development of the MHCF building would have no impact related to the Williamson Act.

c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?

No Impact The existing RJDCF property and east and west site options for the proposed MHCF building and surrounding lands are not zoned as forest land or timberland; therefore, the proposed project would have no impact related to forest land conversion.

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

No Impact The existing RJDCF property and east and west site options for the proposed MHCF building and surrounding lands are not forested; therefore, the proposed project would have no impact related to forest land conversion.

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 non-forest use?

No Impact Both east and west location options for the proposed MHCF building and parking lot improvements are located on the site of the existing RJDCF property, which consists of land that has been permanently converted to nonagricultural uses. The project sites and surrounding lands are not forested; therefore, the proposed project would have no impact related to agricultural land or forest land conversion.

3.3 AIR QUALITY

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
III. Air Quality.				
Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied on to make the following determinations.				
Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	☐	☒	☐
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)?	☐	☐	☒	☐
d) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
e) Create objectionable odors affecting a substantial number of people?	☐	☐	☒	☐

3.3.1 ENVIRONMENTAL SETTING

The ambient concentrations of air pollutants are determined by the amount of emissions released by the sources of air pollutants and the atmosphere's ability to transport and dilute such emissions. Natural factors that affect transport and dilution include terrain, wind, atmospheric stability, and sunlight. Therefore, existing air quality conditions in an area are determined by such natural factors as topography, meteorology, and climate, in addition to the amount of emissions released by existing air pollutant sources.

The RJDCF property and both east and west site options for the proposed MHCF building and parking lot improvements are located within the San Diego Air Basin (SDAB), whose boundaries are the same as the boundaries of San Diego County. The coastal region is made up of coastal terraces that rise from the ocean into wide mesas, which transition into the Laguna Foothills farther east. The Laguna Mountains run approximately parallel to the coast about 45 miles inland and separate the coastal area from the desert portion of the county. The climate of the county is characterized by warm, dry summers and mild, wet winters. One of the main determinants of the climate is a semi-permanent high-pressure area (the Pacific High) in the eastern Pacific Ocean. In the summer, this pressure center is located well to the north, causing storm tracks to be directed north of California. This high-pressure cell maintains clear skies for much of the year. When the Pacific High moves southward during the winter, this pattern changes and low-pressure storms are brought into the region, causing widespread precipitation. A common atmospheric condition known as a temperature inversion sometimes affects air quality in San Diego. During an inversion, air temperatures get warmer rather than cooler

with increasing height. Inversion layers are an important element of local air quality because they inhibit the dispersion of pollutants, resulting in a temporary degradation of air quality.

The San Diego County Air Pollution Control District (SDAPCD) is the local agency authorized to regulate air quality sources in the SDAB. The federal Clean Air Act and the California Clean Air Act mandate the control and reduction of specific air pollutants. Under these Acts, the U.S. Environmental Protection Agency (EPA) and the California Air Resources Board (CARB) have established ambient air quality standards for specific "criteria" pollutants, designed to protect public health and welfare. Criteria air pollutants include ozone (O_3), carbon monoxide (CO), nitrogen dioxide (NO_2), respirable particulate matter (PM_{10}), fine particulate matter ($PM_{2.5}$), sulfur dioxide (SO_2), and lead.

The SDAB is designated as nonattainment for the federal ozone standard and the State ozone, $PM_{2.5}$, and PM_{10} standards. Ozone is not directly emitted into the air but is formed through complex chemical reactions between precursor emissions of reactive organic gases (ROG) and oxides of nitrogen (NO_X) in the presence of sunlight.

Existing local air quality, historical trends, and projections of air quality are best evaluated by reviewing relevant air pollutant concentrations from near the project area. The closest air quality monitoring station to the project site is the Otay Mesa-Donovan Station, located near the helicopter landing pad at the RJDCF property, approximately 0.25 mile south of the project site. The Otay Mesa-Donovan Station measures 1 hour and 8-hour ozone, $PM_{2.5}$, PM_{10}, and NO_2. Table 3.3-1 summarizes 2014 through 2016 published monitoring data from the Otay Mesa-Donovan Station.

Table 3.3-1 Air Quality Monitoring Summary

Air Pollutant	Averaging Time	Metric State and Federal Standards	Year		
			2014	2015	2016
Ozone	1 Hour	Max 1 Hour (ppm)	0.082	0.087	0.092
		Days > CAAQS (0.09 ppm)	0.08	0.09	0.09
	8 Hour	Max 8 hour (ppm)[1]	0.075	0.072	0.075
		Days > CAAQS (0.07 ppm)	1	2	4
		Days > NAAQS (0.070 ppm)	1	1	4
Respirable Particulate Matter (PM_{10})	Annual Average	Est. Annual Average ($\mu g/m^3$)[1]	30.2	34.8	31.4
		Max 24 Hour ($\mu g/m^3$)[1]	58.0	136.0	79.0
		Est. Days > CAAQS (50 $\mu g/m^3$)	*	61.0	54.1
		Est. Days > NAAQS (150 $\mu g/m^3$)	0.0	0.0	0.0
Particulate matter ($PM_{2.5}$)	24 Hour	Annual Average ($\mu g/m^3$)[2]	*	*	*
		Max 24 Hour ($\mu g/m^3$)	*	35.6	42.1
		Measured Days > NAAQS (35 $\mu g/m^3$)	0	*	*
Nitrogen dioxide	1 Hour	Max 1 Hour (ppm)[1]	64	61	67
		Days > CAAQS (0.18 ppm)	0	0	0

Notes: State statistics are based on California approved samplers, whereas national statistics are based on samplers using federal reference or equivalent methods. State and national statistics may therefore be based on different samplers.
> = exceed, ppm = parts per million, µg/m3 = micrograms per cubic meter, CAAQS = California Ambient Air Quality Standards, NAAQS = National Ambient Air Quality Standards,
* = Insufficient/No Data Max = maximum Est. = Estimated
[1] From the California Measurement
[2] Federal Annual Average
Source: CARB 2018

SENSITIVE RECEPTORS

Certain populations, such as children, the elderly, and persons with preexisting respiratory or cardiovascular illness, are particularly sensitive to the health impacts of air pollution. For purposes of CEQA, sensitive receptors are locations that house or attract 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 construction of a MHCF building within an existing correctional complex, the proposed project has the potential to impact the existing prison population. The existing prison inmates are considered sensitive receptors because they are long-term residents, some of whom may have illnesses.

SAN DIEGO AIR POLLUTION CONTROL DISTRICT

The clean air strategy of the SDAPCD includes preparing plans and programs for the attainment of ambient air quality standards, adopting and enforcing rules and regulations, and issuing permits for stationary sources. In accordance with the federal Clean Air Act (CAA) and California Clean Air Act, SDAPCD maintains the region's portion of the State Implementation Plan (SIP) and the regional air quality strategy (RAQS) for federal and state ozone standards. These air quality management plans lay out the feasible emission control standards, actions, and regulations to bring the region into attainment for the NAAQS and CAAQS (SDAPCD 2016a, b). All projects are subject to SDAPCD rules and regulations in effect at the time of construction. Specific rules and regulations applicable to the construction of the proposed project may include, but are not limited to, the following as summarized below (full text can be found on SDAPCD's website):

- Regulation II, Permits, describes the permitting process for stationary sources, including emergency generators.
- Rule 51, Nuisance, states that a person shall not discharge quantities of air contaminants that would cause considerable damage to the health and safety of the public.
- Rule 55, Fugitive Dust Control, regulates construction and demolition activities that discharge visible dust emissions into the atmosphere.
- Rule 67.0.1, Architectural Coatings, specifies VOC limits for certain specialty coatings.
- Rule 1206, Asbestos Removal, Renovation, and Demolition, describes proper procedures regarding asbestos removal, renovation, and demolition activities.

COUNTY OF SAN DIEGO

The County Planning & Development Services department has prepared the *Guidelines for Determining Significance, Air Quality* as guidance for preparing environmental documents for discretionary projects in accordance with CEQA. The guidelines present a range of quantitative, qualitative, and performance levels for particular environmental effects. While CDCR, as a State agency, is not subject to these guidelines, it also recognizes the County's local expertise and is utilizing these guidelines for this MND/IS.

Specifically, the County's document addresses the thresholds of significance correlated to State CEQA Guidelines Appendix G. While SDAPCD does not provide quantitative thresholds for determining the significance of construction or mobile source-related impacts, the district does provide Air Quality Impact Analysis (AQIA) screening-level thresholds (SLTs) for new or modified stationary sources (SDAPCD Rules 20.2 and 20.3). For CEQA purposes, these SLTs can be used to determine if a project's total emissions (e.g. stationary and fugitive emissions, as well as emissions from mobile sources) would result in a significant impact to air quality. The daily SLTs are most appropriately used for the standard construction and operational emissions. When project emissions have the potential to approach or exceed the SLTs listed below in Table 3.3-2, additional air quality modeling may need to be prepared to demonstrate that ground level concentrations resulting from project emissions (with background levels) will be below federal and State Ambient Air Quality Standards.

SDAPCD Rules 20.2 and 20.3 do not have AQIA thresholds for emissions of volatile organic compounds (VOCs) and $PM_{2.5}$. The County recommends using the South Coast Air Quality Management District's VOC threshold and the EPA's "Proposed Rule to Implement the Fine Particle NAAQS" $PM_{2.5}$ threshold, which are shown in Table 3.3-2 below. ROG and VOC are used interchangeably in this document.

Table 3.3-2 County of San Diego Screening-Level Thresholds for Air Quality Impact Analysis

Pollutant	Mass Daily Thresholds (lb./day)
Respirable Particulate Matter (PM_{10})	100
Fine Particulate Matter ($PM_{2.5}$)	55
Oxides of Nitrogen (NO_X)	250
Oxides of Sulfur (SO_X)	250
Carbon Monoxide (CO)	550
Lead and Lead Compounds	3.2
Volatile Organic Compounds (VOCs)	75

Source: County of San Diego 2007

The San Diego County Grading, Clearing and Watercourses Ordinance also includes the following:

- Sec. 87.428, Dust Control Measures, requires all clearing and grading to be carried out with dust control measures adequate to prevent creation of a nuisance to persons or public or private property. Clearing, grading or improvement plans shall require that measures such as the following be undertaken to achieve this result: watering, application of surfactants, shrouding, control of vehicle speeds, paving of access areas, or other operational or technological measures to reduce dispersion of dust. These project design measures are to be incorporated into all earth-disturbing activities to minimize the amount of PM emissions from construction.

3.3.2 DISCUSSION

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

Less-than-Significant Impact As discussed in the Environmental Setting, the SDAPCD relies on the RAQS and the SIP to attain the CAAQS and NAAQS for ozone. The RAQS rely on information from CARB and the San Diego Association of Governments (SANDAG), including projected growth in the county, mobile, area and all other sources of emissions to project future emissions and determine from that the strategies necessary for the reduction of stationary source emissions through regulatory controls. The CARB mobile source emission projections and SANDAG growth projections are based on population and vehicle trends and land use plans developed by the cities and by the County. As stated in the County's *Guidelines for Determining Significance, Air Quality*, projects that propose development consistent with the growth anticipated by the general plans would be consistent with the RAQS. In the event that a project would propose development less dense than anticipated within the general plan, the proposed project would likewise be consistent with the RAQS. If a project proposes more development than anticipated in the County of San Diego General Plan and SANDAG's growth projections, the proposed project would be in conflict with the RAQS and SIP and may have a potentially significant impact on air quality (County of San Diego 2007).

The proposed project would increase the existing RJDCF population by up to 50 additional inmates and would require a maximum of 165 additional staff (distributed over three work shifts) to commute to the site on a daily basis. Up to 70 construction workers would be employed for approximately two years. The County General Plan designates the site as "Public and Semi-Public Facilities" and permits a maximum floor area ratio of 0.50.

Because the proposed project is consistent with the General Plan land use designations and would not change the amount of development projected in the County's General Plan (through new housing or other commercial development), it would be consistent with the population growth and vehicle miles traveled (VMT) projections contained in the RAQS and SIP. Development of the MHCF building and parking lot improvements would not conflict with or obstruct implementation of any air quality planning efforts. As a result, the impact would be less than significant.

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

Less-than-Significant Impact As discussed separately below, implementation of the proposed project would result in short-term construction and long-term operational criteria air pollutant and precursor emissions.

SHORT-TERM CONSTRUCTION-RELATED CRITERIA AIR POLLUTANTS AND PRECURSORS

Implementation of the proposed project would include construction of an approximately 61,000 gsf building, as well as pedestrian paths and recreation yards and improvements to an existing parking lot to provide 95 new parking spaces. Construction activities would begin in fall 2020, with completion anticipated in fall 2022.

Construction activities would result in temporary and intermittent generation of criteria air pollutants and precursors from heavy mechanical equipment, haul truck trips, and worker commute. Earth-moving equipment (e.g., backhoes, front-end loaders, and dump trucks) would be used during excavation and site preparation. Concrete trucks and pumpers would be used to pour concrete for foundation and parking lot installation. Forklifts would be used to erect walls and deliver materials from storage/laydown areas. Cranes would install columns, steel metal roof beams, metal decking, and other components as well as being potentially utilized during initial demolition.

Emissions of NO_X would be primarily associated with off-road (e.g., gas and diesel) construction equipment exhaust; secondary sources would include on-road trucks for import and export of materials and worker vehicles for commuting. Worker commute trips in gasoline-fueled vehicles, off-gassing from asphalt application, and application of architectural coatings would be the principal sources of ROG, with additional ROG coming from off- and on-road construction equipment. Emissions of fugitive dust (PM_{10} and $PM_{2.5}$) are associated primarily with ground-disturbance activities during site preparation, removal, and grading, and may vary as a function of such parameters as soil silt content, soil moisture, wind speed, acreage of disturbance area, and VMT onsite and offsite. Exhaust emissions from diesel equipment and worker commute trips also contribute to short-term increases in PM_{10} and $PM_{2.5}$, but to a much lesser extent than fugitive dust emissions.

The proposed project's construction-related emissions of criteria air pollutants and precursors were modeled based on project specifications (e.g., construction schedule, building and parking area square footage) and default settings and parameters contained in the California Emissions Estimator Model (CalEEMod). The modeled emissions are summarized in Table 3.3-3. Refer to Appendix A for specific input parameters and modeling output results.

As shown in Table 3.3-3, proposed project construction-related emissions would not exceed the County's SLTs. Therefore, construction emissions would not violate or contribute substantially to an existing or projected air quality violation, including the nonattainment status of the SDAB for ozone, PM_{10}, and $PM_{2.5}$. This impact would be less than significant.

Table 3.3-3 Summary of Modeled Daily Emissions of Criteria Air Pollutants and Precursors from Construction (Unmitigated)

Maximum Daily Emissions (lb/day)	Emissions (lb./day)					
	ROG[1]	NO_X[1]	CO	SO_X	PM_{10}	$PM_{2.5}$
Construction Phase Emissions	9	21	16	<1	8	4
County of San Diego Screening-Level Thresholds (lb./day)	***75***	***100***	***550***	***150***	***150***	***55***

Notes: CO = carbon monoxide; NO_X = oxides of nitrogen; $PM_{2.5}$ = fine particulate matter with an aerodynamic resistance diameter of 2.5 micrometers or less; PM_{10} = respirable particulate matter with an aerodynamic diameter of 10 micrometers or less; ROG = reactive organic gases; SO_X = oxides of sulfur; lb./day = pounds per day
[1] ROG and NO_X are precursors to ozone.
Refer to Appendix A for detailed assumptions and modeling output files.
Source: Data modeled by Ascent Environmental in 2018.

LONG-TERM OPERATIONAL-RELATED CRITERIA AIR POLLUTANT AND PRECURSOR EMISSIONS

The proposed project would include the long-term operation of the MHCF, which would result in vehicle trips from employees and visitors to the project site, natural gas combustion for space and water heating, and operation of stationary equipment (i.e., emergency generator). Emergency generators would be used only in the event of a power outage and would be subject to SDAPCD Rule 10 under which any construction, alteration, replacement, or operation of a source that will emit or may emit air pollutants must obtain a permit to operate. Therefore, potential stationary sources associated with implementation of the proposed project would be required by law to comply with applicable SDAPCD rules, assuring these sources would be equipped with the required emission controls and that, individually, these sources would not cause a significant environmental impact.

Operational emissions of criteria air pollutants and precursors were modeled using CalEEMod based on proposed land use types and sizes as described in the project description, trip generation data presented in the traffic analysis prepared for this project (see Section 3.17, "Transportation/Traffic," and Appendix D), and default CalEEMod settings to estimate reasonable maximum emission conditions. CalEEMod does not contain a land use type corresponding to a MHCF; therefore, a hospital was used as a close approximation of complex operational characteristics. The hospital land use type was selected because it represents the 24/7 operation, shift changes, and daily visitor activities that would occur at the proposed MHCF. It is anticipated that the level of energy consumption associated with medical equipment at a hospital may be higher than what would occur at the MHCF, making the emissions estimate slightly conservative. CalEEMod input parameters were adjusted with development-specific information where available (refer to Appendix A for detailed assumptions and modeling output files). Operational emissions are summarized in Table 3.3-4 below.

Table 3.3-4 Summary of Modeled Daily Emissions of Criteria Air Pollutants and Precursors from Operation (Unmitigated)

Year	Emissions (lb./day)					
	ROG[1]	NO_X[1]	CO	SO_X	PM_{10}	$PM_{2.5}$
Operations Phase Emissions	2	4	9	<1	3	1
SCAPCD Threshold of Significance (lb./day)	***75***	***100***	***550***	***150***	***150***	***55***

Notes: CO = carbon monoxide; NO_X = oxides of nitrogen; $PM_{2.5}$ = fine particulate matter with an aerodynamic resistance diameter of 2.5 micrometers or less; PM_{10} = respirable particulate matter with an aerodynamic diameter of 10 micrometers or less; ROG = reactive organic gases; SO_X = oxides of sulfur; lb./day = pounds per day
[1] ROG and NO_X are precursors to ozone.
Refer to Appendix A for detailed assumptions and modeling output files.
Source: Data modeled by Ascent Environmental in 2018.

As shown in Table 3.3-4, project operational emissions would not exceed the County's SLTs. Therefore, operational emissions would not violate or contribute substantially to an existing or projected air quality violation, including the nonattainment status of the County for ozone, PM_{10}, and $PM_{2.5}$. This impact would be less than significant.

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 Impact The SDAB is listed as a non-attainment area for the federal ozone standard, and state ozone, PM_{10}, and $PM_{2.5}$ standards. The County's *Guidelines for Determining Significance, Air Quality*, provide guidelines for determining cumulative air quality impacts during construction and during operation:

- Construction Phase: A project that has a significant direct impact on air quality with regard to emissions of PM_{10}, $PM_{2.5}$, NO_x, and/or ROG, would also have a significant cumulatively considerable net increase.

- Construction Phase: In the event direct impacts from a proposed project are less than significant, a project may still have a cumulatively considerable impact on air quality if the emissions of concern from the proposed project, in combination with the emissions of concern from other proposed projects or reasonably foreseeable future projects within a proximity relevant to the pollutants of concern, are in excess of the SLTs. Cumulatively considerable net increases during the construction phase would typically happen if two or more projects near each other are simultaneously constructing projects.

- Operational Phase: A project that does not conform to the RAQS and/or has a significant direct impact on air quality with regard to operational emissions of PM_{10}, $PM_{2.5}$, NO_x, and/or ROG, would also have a significant cumulatively considerable net increase.

- Operational Phase: Projects that cause road intersections to operate at or below a level of service (LOS) E (analysis only required when the addition of peak-hour trips from the proposed project and the surrounding projects exceeds 2,000) and create a CO "hotspot" create a cumulatively considerable net increase of CO.

The proposed project is located in a relatively isolated area of the County of San Diego. While it is possible that construction activities associated with the project could occur at the same time as other projects are being constructed, no development is anticipated within 0.5 mile which would minimize the impacts of construction activities on cumulative air quality in the area. As discussed in criteria a) and b), the proposed project would not conflict with or obstruct implementation of any air quality planning efforts nor would it have a significant direct impact on air quality with regard to emissions of PM_{10}, $PM_{2.5}$, NO_x, and/or ROG. As discussed in Section 3.17, "Transportation/Traffic," the proposed project would generate an additional 334 average daily trips and 69 peak-hour trips which would not cause local intersections to operate at or below LOS E and create a cumulatively considerable net increase of CO. Past, present, and future development projects contribute to adverse air quality in the SDAPCD on a cumulative basis. By its very nature, air pollution is largely a cumulative impact. No single project is sufficient in size to, by itself, result in nonattainment of CAAQS or NAAQS. Instead, a project's individual emissions contribute to existing cumulatively significant adverse air quality impacts. In developing thresholds of significance for air pollutants, SDAPCD considered the emission levels for which a project's individual emissions would be cumulatively considerable. If a project exceeds the identified significance thresholds, its emissions would be cumulatively considerable, resulting in significant adverse air quality impacts to the region's existing air quality conditions. Accordingly, implementation of the proposed project would not result in an addition of criteria pollutants such that cumulative impacts, in conjunction with related projects in the region, would occur. Impacts would be less than significant.

d) Expose sensitive receptors to substantial pollutant concentrations?

Less-than-Significant Impact As discussed above in criterion b), the proposed project would not result in a substantial contribution to a violation of an ambient air quality standard. Therefore, the proposed project would not result in exposure of sensitive receptors to substantial concentrations of criteria air pollutants and precursors.

In addition to impacts from criteria pollutants, typical land development project impacts may include emissions of pollutants identified by the State and federal government as toxic air contaminants (TACs). For typical land use projects that do not propose stationary source of emissions regulated by SDAPCD, diesel particulate matter (diesel PM) is the primary TAC of concern. Construction activities would involve the use of diesel-powered construction equipment, which emit diesel PM. The dose to which receptors are exposed is the primary factor used to determine health risk (i.e., potential exposure to TAC emission levels that exceed applicable standards). Dose is a function of the concentration of a substance or substances in the environment and the duration of exposure to the substance. Dose is positively correlated with time, meaning that a longer exposure period would result in a higher exposure level for the maximally exposed individual. According to the California Office of Environmental Health Hazard Assessment, health risk assessments, which determine the exposure of sensitive receptors to TAC emissions, should be based on a 70-year exposure period; however, such assessments should be limited to the period/duration of activities associated with the proposed project (OEHHA 2015). Project construction is anticipated to occur over 2 years. Given the temporary and short-term nature of construction, relatively small fleet of construction equipment, and highly dispersive properties of diesel PM (Zhu et al. 2002), exposure of sensitive receptors to diesel PM would not be substantial. Therefore, health risks from construction-related diesel PM would be less than significant.

The proposed project would include the operation of stationary equipment such as an emergency generator. As discussed in criterion b), such stationary equipment would be subject to SDAPCD Rule 10 and would be required to obtain a permit to operate from SDAPCD. If it is determined that the sources would emit TACs in excess of the County's SLTs, maximum achievable control technology or best available control technology for TACs would be implemented to reduce emissions. As a result, operation of any stationary sources would not result in the exposure of sensitive receptors to TAC emissions that exceed the County's SLTs.

The proposed project would not result in substantial mobile-source emissions of CO. As discussed in criterion c) above, the proposed project would not create a CO "hotspot" create a cumulatively considerable net increase of CO. Therefore, the proposed project would not expose sensitive receptors to substantial pollutant concentrations and impacts would be less than significant.

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

Less-than-Significant Impact The occurrence and severity of odor impacts depend on numerous factors, including the nature, frequency, and intensity of the source; wind speed and direction; and the presence of sensitive receptors. Although offensive odors rarely cause physical harm, they may still be very unpleasant, leading to considerable distress and often generating citizen complaints to local governments and regulatory agencies.

Minor odors from the use of onsite vehicles and equipment during construction activities would be intermittent and temporary and would dissipate rapidly from the source with an increase in distance. Operation of the MHCF would not substantially change existing conditions, and no increase in odors would result. The proposed project would not introduce any major, permanent sources of odor (e.g., wastewater treatment facilities, landfills). Accordingly, development of the MHCF would not create objectionable odors affecting a substantial number of people. As a result, this impact would be less than significant.

3.4 BIOLOGICAL RESOURCES

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
IV. Biological Resources. Would the project:				
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 Wildlife or the U.S. Fish and Wildlife Service?	☐	☐	☐	☒
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations or by the California Department of Fish and Wildlife or the U.S. Fish and Wildlife Service?	☐	☐	☐	☒
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?	☐	☐	☐	☒
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 native wildlife nursery sites?	☐	☐	☐	☒
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	☒
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?	☐	☐	☐	☒

3.4.1 ENVIRONMENTAL SETTING

Both the east and west site options for the proposed MHCF building are located within the secure perimeter of the existing RJDCF property, which is located in the Otay sub region of San Diego County 2.5 miles north of the United States/Mexico border and 18 miles southeast of downtown San Diego. The proposed parking lot improvements that would serve either of the two site options is also located within the main prison complex, but outside of the secure perimeter. The RJDCF property is situated on a mesa between two canyons (O'Neal Canyon to the north and Johnson Canyon to the south) and is within the Otay River watershed in the eastern foothills of the San Ysidro Mountains. Drainage is split between two sub watersheds: O'Neal Canyon watershed to the north and Johnson Canyon watershed to the south. The topography of the RJDCF property is flat, but becomes sloped near the northern boundary as it approaches O'Neal Canyon, and the elevation ranges from approximately 610 to 670 feet.

VEGETATION COMMUNITIES AND WILDLIFE HABITATS

The RJDCF property is mostly developed, and consists of disturbed land, prison buildings and recreation yards, ancillary operation-related uses, parking lots, a firing range, a helistop, and an access gate. Each of the two proposed site options for the MHCF building are disturbed land and do not contain any vegetation. The east location contains a concrete pad, and temporary storage trailers. The western location is developed with asphalt, gravel, and fencing. The proposed parking area is already disturbed and does not contain any vegetation.

Vegetation in the areas surrounding the developed RJDCF property is characterized by annual grassland with scattered California sage shrubs to the east of the property and ornamental trees along the north side of Donovan State Prison Road. Portions of the property are mowed periodically to control vegetation and reduce fire risk and some areas have been subjected to past disturbances from historical agricultural uses. Dirt roads traverse the property and a firing range is also present.

The RJDCF property is bordered by open space to the west, including the Otay Ranch Open Space Preserve; the O'Neal Canyon, and Johnson Canyon Open Space Preserve are to the north, east, and south. Scattered rural residential, mixed industrial, and other institutional land uses are also present in the surrounding area.

Vegetation on the RJDCF property outside of the developed uses consists mainly of annual grassland. This community is characterized by a diverse mixture of annual grasses and forbs and dominated by nonnative species including foxtail barley (*Hordeum murinum* ssp. *leporinum*), Italian ryegrass (*Festuca perennis*), red brome (*Bromus madritensis* ssp. *rubens*), filaree (*Erodium* spp.), black mustard (*Brassica nigra*), tumbleweed (*Salsola tragus*), and Australian saltbush (*Atriplex semibaccata*). A few broom baccharis (*Baccharis sarothroides*) and coast goldenbush (*Isocoma menziesii* var. *menziesii*) shrubs are scattered throughout the annual grassland near the northern perimeter of the site and rows of ornamental trees, including eucalyptus (*Eucalyptus* spp.), Chinese tallowtree (*Triadica sebifera*), and Peruvian pepper tree (*Schinus molle*), line the southern boundary along Donovan State Prison Road. Although the site is mowed or dragged annually to clear vegetation, vegetative cover in the annual grassland is fairly dense, especially in the northern portion of the RJDCF property.

Annual grassland provides habitat for a wide variety of wildlife species. Some of the common wildlife species observed or expected on the infill site include lesser goldfinch (*Carduelis psaltria*), red-tailed hawk (*Buteo jamaicensis)*, Cassin's kingbird (*Tyrannus vociferans*), savannah sparrow (*Passerculus sandwichensis*), western meadowlark (*Sturnella neglecta*), house finch (*Carpodacus mexicanus*), mourning dove (*Zenaida macroura*), gopher snake (*Pituophis catenifer*), western fence lizard (*Sceloporus occidentalis*), Botta's pocket gopher (*Thomomys bottae*), California ground squirrel (*Spermophilus beecheyi*), raccoon (*Procyon lotor*), desert cottontail (*Sylvilagus audubonii*), and coyote (*Canis latrans*).

SENSITIVE BIOLOGICAL RESOURCES

Sensitive biological resources include those that are afforded consideration or protection under the CEQA, California Fish and Game Code, California Endangered Species Act (CESA), federal Endangered Species Act (ESA), Clean Water Act (CWA), and the Porter-Cologne Water Quality Control Act (Porter-Cologne Act).

SPECIAL STATUS SPECIES

Special-status species include plants and animals in the following categories:

- species officially listed by the State of California or the Federal government as endangered, threatened, or rare;

- candidates for state or Federal listing as endangered, threatened, or rare;
- taxa (i.e., taxonomic categories or groups) that meet the criteria for listing, even if not currently included on any list, as described in California Code of Regulations (CCR) Section 15380 of the State CEQA Guidelines;
- species identified by the California Department of Fish and Wildlife (CDFW) as species of special concern;
- species listed as Fully Protected under the California Fish and Game Code;
- species afforded protection under local or regional planning documents; and
- taxa considered by CDFW to be "rare, threatened, or endangered in California" and assigned a California Rare Plant Rank (CRPR). The CDFW system includes five rarity and endangerment ranks for categorizing plant species of concern, which are summarized as follows:
  - CRPR 1A - Plants presumed to be extinct in California;
  - CRPR 1B - Plants that are rare, threatened, or endangered in California and elsewhere;
  - CRPR 2 - Plants that are rare, threatened, or endangered in California but more common elsewhere;
  - CRPR 3 - Plants about which more information is needed (a review list); and
  - CRPR 4 - Plants of limited distribution (a watch list).

All plants with a CRPR are considered "special plants" by CDFW. The term "special plants" is a broad term used by CDFW to refer to all of the plant taxa inventoried in CDFW's California Natural Diversity Database (CNDDB), regardless of their legal or protection status. Plants ranked as CRPR 1A, 1B, and 2 may qualify as endangered, rare, or threatened species within the definition of State CEQA Guidelines CCR Section 15380. CDFW recommends that CRPR 1A, 1B, and 2 species be addressed in CEQA projects. In general, CRPR 3 and 4 species do not meet the definition of endangered, rare, or threatened pursuant to CEQA Section 15380; however, these species may be evaluated by the lead agency on a case by case basis to determine significance criteria under CEQA.

The term "California species of special concern" is applied by CDFW to animals not listed under the federal ESA or CESA, but that are nonetheless declining at a rate that could result in listing, or historically occurred in low numbers and known threats to their persistence currently exist.

As part of the certified Environmental Impact Report for the Site Specific Evaluation of Level II Infill Correctional Facilities at R.J. Donovan Correctional Facility (RJDCF Infill EIR) (CDCR 2013), a list of special-status species that could potentially occur on the RJDCF property or immediate vicinity was developed primarily through review of California Natural Diversity Database (CNDDB 2013) and California Native Plant Society (CNPS) Inventory records of previously documented occurrences of special-status species in the Dulzura, Imperial Beach, Jamul Mountains, National City, Otay Mesa, and Otay Mountain, U.S. Geological Survey 7.5-minute quadrangles (quads)(CDCR 2013).

The RJDCF property is located in a region rich in habitat diversity and many rare and endemic plant species are known to occur in the region. Eighty special-status plant species were documented in the CNDDB and CNPS Inventory nine-quad search area; however, most of these species do not have potential to occur on RJDCF property because of a lack of suitable habitat. Furthermore, the east and west location options for the proposed MHCF building within the existing secure perimeter of the RJDCF property are already developed and disturbed.

METHODOLOGY

The following describes the approach to determining the significance of biological resources impacts related to implementation of the project.

SENSITIVE HABITATS AND SPECIAL STATUS PLANT SPECIES

Sensitive habitats include those that are of special concern to resource agencies or are afforded specific consideration through CEQA, Section 1602 of the California Fish and Game Code, Section 404 of the CWA, and the State's Porter-Cologne Act. Sensitive natural habitat may be of special concern to agencies and conservation organizations for a variety of reasons, including their locally or regionally declining status, or because they provide important habitat to common and special-status species.

As part of the botanical surveys conducted for the RJDCF Infill EIR, ten special-status plant species were identified that would have the potential to occur in the grassland habitats in the vicinity of the RJDCF property (CDCR 2013). However, because each of the proposed MHCF locations consist of disturbed land and no vegetation, neither site contains habitat to support these species. There are no wetlands or other waters of the United States on the project site.

SPECIAL STATUS WILDLIFE SPECIES

The past biological survey conducted for the RJDCF Infill EIR (CDCR 2013) identified twenty-seven special-status species that have the potential to occur in the vicinity of the RJDCF property. However, because each of the proposed locations consist of disturbed land and no vegetation, neither site contains habitat for special status wildlife species.

MIGRATORY BIRD TREATY ACT

The Migratory Bird Treaty Act (MBTA), first enacted in 1918, provides for protection of international migratory birds and authorizes the Secretary of the Interior to regulate the taking of migratory birds. The MBTA provides that it shall be unlawful, except as permitted by regulations, to pursue, take, or kill any migratory bird, or any part, nest, or egg of any such bird. The current list of species protected by the MBTA can be found in Title 50 of the Code of Federal Regulations, Section 10.13. The list includes nearly all migratory birds native to the United States.

SAN DIEGO COUNTY MULTIPLE SPECIES CONSERVATION PROGRAM

The San Diego County Multiple Species Conservation Program (MSCP 1998) is a comprehensive, long-term habitat conservation plan which addresses the needs of multiple species and the preservation of natural vegetation communities in San Diego County. The MSCP addresses the potential impacts of urban growth, natural habitat loss and species endangerment and creates a plan to mitigate for the potential loss of Covered Species and their habitat because of the direct impacts of future development of both public and private lands within the MSCP area. The MSCP is a sub-regional plan under the Natural Communities Conservation Program, which will be implemented through local subarea plans. The County's Subarea Plan and its associated Implementing Agreement establish the conditions under which the County, for the benefit of itself and of public and private landowners and other land development project proponents within its Subarea boundaries, will receive from the U.S. Fish and Wildlife Service (USFWS) and CDFW certain long-term take authorizations (and an acknowledgment that the MSCP satisfies conditions established in the Section 4(d) Special Rule for the coastal California gnatcatcher) which will allow the taking of certain Covered Species incidental to land development and other lawful land uses which are authorized by the County. The MSCP provides coverage for 85 species.

The RJDCF property is located within the MSCP, South County Subarea boundaries, for which a Subarea Plan was approved in 1997, but CDCR is not a signatory to the MSCP. The RJDCF property was misidentified as a "take authorized area," but USFWS has indicated that this is inappropriate because CDCR is not a participant in the MSCP. Therefore, CDCR would not receive any coverage for impacts within the existing RJDCF property. Approximately one-half mile east of the RJDCF property is the Otay Ranch Open Space Preserve, which is

identified as a "hardline preserve area" in the MSCP, indicating that the land has been dedicated as open space in perpetuity. Both the east and west location options for the proposed MHCF building are within the existing secure perimeter of the RJDCF property and are not adjacent to the preserve.

3.4.2 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 Wildlife or the U.S. Fish and Wildlife Service?

No Impact While the RJDCF property is located in a region rich in habitat diversity and many special-status plant and species are known to occur in the region, both proposed project location options are within the existing secure perimeter of the RJDCF property. The west location is covered by asphalt, gravel, and fencing and the east location consists of a concrete pad and temporary storage trailers. Neither site contains vegetation. The parking lot improvements would result in paving over an existing gravel parking lot. There are no special status species or plants located within the areas proposed for development. Therefore, the proposed project would not adversely affect special-status species either directly or through habitat modification. There would be no impact to special status species.

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

No Impact Both the east and west site options are within the secure perimeter of the existing RJDCF property and contain disturbed and developed land. The proposed parking area is already disturbed and does not contain any vegetation. No riparian habitat exists within the project site. There would be no impact to riparian habitat or other sensitive natural communities.

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 Both the east and west site options are within the secure perimeter of the existing RJDCF property and contain disturbed and developed land. The proposed parking area is already disturbed and does not contain any vegetation. There are no wetlands or other waters of the United States on the project site. There would be no impact to wetlands.

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 native wildlife nursery sites?

No Impact Both proposed project location options have been previously disturbed and do not include habitat or nursery sites. Therefore, the proposed project would not interfere with movement of migratory or resident wildlife species or impede use of native wildlife nurseries. There would be no impact related to migratory wildlife species.

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

No Impact The RJDCF property is located on state-owned land and is not subject to local ordinances. The project site does not contain trees and therefore, would not involve removal of trees. There would be no impact related to local policies or ordinances 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 The RJDCF property is within the MSCP area, South County Subarea, for which a Subarea Plan was approved in 1997, but CDCR is not a signatory to the MSCP. Immediately west of RJDCF is the Otay Ranch Open Space Preserve, which is identified as a "hardline preserve area" in the MSCP, indicating that the land has been dedicated as open space in perpetuity. As described in the discussions above, implementation of the proposed MHCF project would not result in any significant impacts to biological resources, and therefore, no mitigation measures related to biological resources will be required. The proposed project would not conflict with any habitat conservation plan, natural communities conservation plan, or other approved local, regional, or state habitat conservation plan. There would be no impact.

3.5 CULTURAL RESOURCES

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
V. Cultural Resources. Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?	☐	☐	☐	☒
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	☐	☒	☐	☐
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☒	☐	☐
d) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☒	☐	☐

3.5.1 ENVIRONMENTAL SETTING

The following discussion is based on the Cultural Resources section prepared for the RJDCF Infill EIR (CDCR 2013). Investigations, including record searches and field surveys, are considered relevant to the current project because the existing RJDCF property includes the east and west location options for the proposed MHCF.

Both east and west site options for the proposed MCHF as well as the proposed parking lot improvements are on developed and highly disturbed land.

REGIONAL PREHISTORY

The prehistoric cultural sequence in San Diego County is generally conceived as comprising three basic periods: the Paleoindian, dated between about 12,500 and 8,000 years ago and manifested by the artifacts of the San Dieguito complex; the Archaic, lasting from about 8,000 to 1,500 years ago and manifested by the cobble and core technology of the La Jolla and Pauma complexes; and the Late Prehistoric, lasting from about 1,500 years ago to historic contact and marked by the appearance of ceramics, small arrow points, and cremation burial practices. Otay Mesa was most intensively utilized during the Archaic period and it served primarily as a source of toolstone for Archaic groups that exploited coastal and riparian resources in the Otay and Tijuana River valleys and estuaries.

ETHNOGRAPHY

The RJDCF property is located within former territory of the Kumeyaay people, a group of intermarrying territorial bands. Three named Kumeyaay villages have been identified in the vicinity of Otay Mesa: *La Punta* near the mouth of the Otay River, *Otai* on the north side of the Otay River valley, and *Melejo* near the mouth of the Tijuana River. The Kumeyaay were the first Alta California Native American group to be brought into the mission system, beginning in 1769, but they have maintained their cultural identity to a large degree. They are a federally recognized Indian tribe with active interest in the management of cultural resources.

REGIONAL HISTORY

The Spanish period (1769–1821) began in San Diego with the establishment of the first mission in Alta California on Presidio Hill in 1769, but there is no record of historical developments on Otay Mesa during this period. After Mexico won its independence, the rancho system was expanded during the Mexican period (1821–1848). Otay Rancho was established east of the existing RJDCF property but did not include the site itself. The area near RJDCF may have been used for stock grazing during this time. After California was ceded to the United States, the population of San Diego County increased substantially, although Otay Mesa was one of the last areas of San Diego to be developed because of the lack of water.

RJDCF HISTORY

The existing RJDCF opened in 1987 on approximately 780 acres of land. An additional correctional facility operating under the RJDCF administration was recently completed to the southeast of the main prison.

RECORD SEARCHES AND ARCHAEOLOGICAL SURVEYS

Investigations to identify architectural and archaeological resources were conducted as part of the RJDCF Infill EIR (CDCR 2013). These investigations included a records search for information about the RJDCF Infill project site and are considered relevant to the proposed MHCF project since both proposed project site options are located within very close proximity to the Infill site. The records search was conducted at the Southern California Information Center and the Museum of Man and indicated a total of 87 reports that relate to the area within a 1-mile radius of the RJDCF property.

The results of the record search identified 105 archaeological sites and 28 isolates, and of the archaeological sites, 82 are prehistoric, 13 are historic, four are multicomponent sites, and six are unknown. The prehistoric sites consist of 59 lithic scatters, nine quarry areas and lithic scatters, four groundstone and lithic scatters, three open habitation sites, two village sites, two artifact scatters, one shell and lithic scatter, one temporary camp site, and one ceramics scatter. The historic sites consist of six refuse disposals, two homesteads, a filtration plant, a firing range, a flume, a rock wall, and a trough. The multicomponent sites include two temporary campsites and historic cisterns; a water tank and milling site; and a refuse disposal and lithic scatter.

The ground beneath the existing RJDCF property, including both the east and west site options for the proposed MHCF building and parking lot, have been highly disturbed by development of prison facilities and vehicular traffic. Therefore, it is unlikely that previously unidentified sites would be identified at the time of development of the proposed MHCF or parking lot improvements.

PALEONTOLOGY

Paleontological resources (such as fossils) are considered limited, nonrenewable, and sensitive scientific resources. The RJDCF property is underlain by marine sedimentary rocks of the Oligocene-age Otay Formation, which are known to be fossiliferous (Walsh and Demere 1991, County of San Diego 2009). In the Eastlake area near Chula Vista (approximately 5.5 miles northwest of the RJDCF Infill site), a wide variety of fossil vertebrates have been found in the Otay Formation. These included terrestrial reptiles (tortoise and lizards), birds, mammals (gophers, mice, beavers, dogs, rhinoceros, camels), as well as sparse impressions of fossil plants (County of San Diego 2009). Therefore, the proposed locations for the MHCF within the existing secure perimeter of the RJDCF property are located within an area of moderate to high paleontological resource sensitivity.

3.5.2 DISCUSSION

a) Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?

No Impact The cultural resources records search and the pedestrian survey conducted as part of the RJDCF Infill EIR (CDCR 2013) revealed no properties on or adjacent to the RJDCF Infill site (including the proposed project areas) that qualify as historic resources under CEQA. Therefore, there would be no impact to historical resources with the proposed development of the MHCF building.

b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?

Less than Significant with Mitigation Incorporated No recorded archaeological resources were identified within 0.25 mile of the Infill site as described above. Because the proposed locations for the proposed MHCF and existing parking lot improvements are proximate to the Infill site, this radius extends to those locations. The ground beneath the existing RJDCF property, including both the east and west site options and the proposed parking lot improvements, have been highly disturbed by development of prison facilities and accessory uses. However, subsurface construction activities associated with the project, such as trenching and grading, could potentially damage or destroy previously undiscovered archaeological resources. Accordingly, Mitigation Measure CUL-1 is proposed to reduce this potentially significant impact to a level of less than significant.

Mitigation Measure

CUL-1 If a potentially significant cultural resource is encountered during subsurface earthwork activities for the project, all construction activities within a 75-foot radius of the find shall cease until a qualified archaeologist 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 forms and evaluated for significance in terms of CEQA criteria by a qualified archaeologist in consultation with CDCR. 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 Incorporated The RJDCF property is underlain by marine sedimentary rocks of the Otay Formation, which has yielded significant terrestrial and other fossils. Therefore, the proposed project would be located within an area of moderate to high paleontological resource sensitivity. Construction-related excavation for the proposed MHCF foundations or utility trenches could disturb potentially significant paleontological resources. Therefore, Mitigation Measures CUL-2 and CUL-3 are proposed to reduce this potentially significant impact to a level of less than significant.

Mitigation Measures

CUL–2 CDCR will retain a qualified paleontologist to alert all construction personnel involved with earthmoving activities, including the site superintendent, about the possibility of encountering fossils. The appearance and types of fossils likely to be seen during construction will be described. Construction personnel will be trained about the proper notification procedures should fossils be encountered.

CUL–3 If paleontological resources are discovered during earthmoving activities, the construction crew will be directed to immediately cease work in the vicinity of the find and notify the CDCR Project Director. CDCR will retain a qualified paleontologist that will be readily available for quick identification and salvage of fossils so that construction delays can be minimized. If large specimens are discovered, the paleontologist will have the authority to halt or divert grading and construction equipment while the finds are removed. The paleontologist will be responsible for implementing all tasks required by the County of San Diego (2009), as summarized below.

- In the event of discovery, salvage of unearthed fossil remains, typically involving simple excavation of the exposed specimen but possibly also plaster-jacketing of large and/or fragile specimens, or more elaborate quarry excavations of richly fossiliferous deposits.
- Recovery of stratigraphic and geologic data to provide a context for the recovered fossil remains, typically including description of lithologies of fossil-bearing strata, measurement and description of the overall stratigraphic section, and photographic documentation of the geologic setting.
- Laboratory preparation (cleaning and repair) of collected fossil remains to a point of curation, generally involving removal of enclosing rock material, stabilization of fragile specimens (using glues and other hardeners), and repair of broken specimens.
- Cataloging and identification of prepared fossil remains, typically involving scientific identification of specimens, inventory of specimens, assignment of catalog numbers, and entry of data into an inventory database.
- Transferal, for storage, of cataloged fossil remains to an appropriate repository.
- Preparation of a final report summarizing the field and laboratory methods used, the stratigraphic units inspected, the types of fossils recovered, and the significance of the curated collection.

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

Less than Significant with Mitigation Incorporated Both of the proposed project location options and parking lot are within the secure perimeter of the existing RJDCF property, and which are highly disturbed by previous use and construction activities for the prison facilities on the site. While it is not considered likely that human remains would be present on the site, excavation for new foundations or utility trenching could result in damage or destroy previously undiscovered human remains. Therefore, Mitigation Measure CUL-4 is proposed to reduce this potentially significant impact to a level of less than significant.

Mitigation Measure

CUL-4 If human remains are encountered during earth-disturbing activities for the project, all work in the adjacent area shall stop immediately and the San Diego 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 and 7052; Public Resources Code Section 5097)

3.6 ENERGY

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
VI. Energy. Would the project:				
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	☐	☐	☒	☐
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☒	☐

3.6.1 ENVIRONMENTAL SETTING

ENERGY FACILITIES AND SERVICES IN THE PROJECT AREA

Natural gas and electricity service are provided to RJDCF and the project site by San Diego Gas & Electric (SDG&E). SDG&E owns and operates the electric transmission and distribution facilities within the project area, which includes several transmission lines, the Otay Lakes substation, and the Border substation. The primary pipeline serving the natural gas transmission needs for RJDCF is pipeline 2000, a 36-inch-diameter high pressure (600 psi or greater) line for bulk product transport that is within rights of way along the eastern side of Harvest Road (CDCR 2013). Most of the existing buildings at the RJDCF property are fed via underground distribution lines.

RJDCF has a natural gas-fired turbine 3-megawatt cogeneration system located in the Central Plant of RJDCF, which provides approximately 80 percent of the existing RJDCF electrical load. The cogeneration system provides electricity and thermal energy for space heating, water heating and process heat throughout RJDCF. This central energy plant was designed to take full advantage of the waste heat from the cogeneration system to supplement the boilers. Although the RJDCF cogeneration property will continue to operate, it has reached maximum output (CDCR 2013). Additionally, five, 1,500-kilowatt backup generators are available to deliver electricity to RJDCF in the event of a power outage (CDCR 2013). The proposed project would include an additional backup generator.

ENERGY TYPES AND SOURCES

California relies on a regional power system composed of a diverse mix of natural gas, petroleum, renewable, hydroelectric, and nuclear generation resources.

- **Petroleum**: Petroleum products (gasoline, diesel, jet fuel) are consumed almost exclusively by the transportation sector, and account for almost 99 percent of the energy used in California by the transportation sector, with the rest provided by ethanol, natural gas, and electricity (Bureau of Transportation Statistics 2015). Between January 2007 and May 2016, an average of approximately 672 billion gallons of gasoline were purchased in California (California State Board of Equalization 2016). Gasoline and diesel fuel sold in California for motor vehicles is refined in California to meet specific formulations required by CARB (EIA 2018).

- **Natural Gas**: Almost two-thirds of California households use natural gas for home heating, and about half of California's utility-scale net electricity generation is fueled by natural gas (EIA 2018).

- **Electricity and Renewables**: As of July 2016, in-state generation of electricity consisted of 24.5 percent renewables (CEC 2016). California regulations require that electricity consist of 33 percent renewables by 2020 and 50 percent renewables by 2030 for all electricity retailers in the state.

- **Alternative Fuels**: Conventional gasoline and diesel may be replaced (depending on the capability of the vehicle) with many alternative transportation fuels (e.g., biodiesel, hydrogen, electricity, and others). Use of alternative fuels is encouraged through various statewide regulations and plans (e.g., Low Carbon Fuel Standard, Assembly Bill [AB] 32 Scoping Plan).

FEDERAL REGULATIONS

The Energy Policy and Conservation Act of 1975 established nationwide fuel economy standards to conserve oil. Under this act, the National Highway Traffic and Safety Administration, is responsible for revising existing fuel economy standards and establishing new vehicle economy standards. The Corporate Average Fuel Economy program was established to determine vehicle manufacturer compliance with the government's fuel economy standards. Three Energy Policy Acts have been passed, in 1992, 2005, and 2007, to reduce dependence on foreign petroleum, provide tax incentives for alternative fuels, and support energy conservation.

STATE REGULATIONS

WARREN-ALQUIST ACT

The 1975 Warren-Alquist Act established the California Energy Resources Conservation and Development Commission, now known as the CEC. The Act established state policy to reduce wasteful, uneconomical, and unnecessary uses of energy by employing a range of measures. The California Public Utilities Commission regulates privately-owned utilities in the energy, rail, telecommunications, and water fields.

STATE OF CALIFORNIA ENERGY ACTION PLAN

The CEC, California Public Utilities Commission, and now defunct Consumer Power and Conservation Financing Authority prepared the first State of California Energy Action Plan in 2003 to establish shared goals and specific actions to ensure that adequate, reliable, and reasonably-priced electrical power and natural gas supplies are achieved and provided through policies, strategies, and actions that are cost-effective and environmentally sound for California's consumers and taxpayers. The plan was updated in 2005 and 2008 to address policy the emerging importance of climate change, transportation-related energy issues, and research and development activities (CEC and CPUC 2008).

EXECUTIVE ORDER B-18-12

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

CALIFORNIA GREEN BUILDING STANDARDS

California Code of Regulations, Title 24, Part 6, is California's Energy Efficiency Standards for Residential and Non-Residential Buildings. Title 24 was established by CEC in 1978 in response to a legislative mandate to create uniform building codes to reduce California's energy consumption and provide energy efficiency standards for residential and non-residential buildings. In 2016, CEC updated Title 24 standards, effective January 1, 2017. For each year of construction activity (in both newly constructed buildings and alterations to existing buildings) the standards are estimated to reduce the growth in electricity by 385 GWh and to reduce natural gas use by 26.86 million therms (CEC 2015).

TRANSPORTATION-RELATED REGULATIONS

Various regulatory and planning efforts are aimed at reducing dependency on fossil fuels, increasing the use of alternative fuels, and improving California's vehicle fleet. SB 375 aligns regional transportation planning efforts, regional GHG emission reduction targets, and land use and housing allocation. CARB, in consultation with the metropolitan planning organizations, provides each affected region with reduction targets for GHGs emitted by passenger cars and light trucks in their respective regions for 2020 and 2035.

Pursuant to AB 2076 (Chapter 936, Statutes of 2000), CEC and the CARB prepared and adopted a joint agency report in 2003, Reducing California's Petroleum Dependence. Included in this report are recommendations to increase the use of alternative fuels to 20 percent of on-road transportation fuel use by 2020 and 30 percent by 2030, significantly increase the efficiency of motor vehicles, and reduce per capita VMT (CEC and CARB 2003).

AB 1007 (Chapter 371, Statues of 2005) required CEC to prepare the State Alternative Fuels Plan to increase the use of alternative fuels in California.

In January 2012, CARB approved the Advanced Clean Cars program which combines the control of GHG emissions and criteria air pollutants, as well as requirements for greater numbers of zero-emission vehicles, into a single package of standards for vehicle model years 2017 through 2025. The program's zero-emission vehicle regulation requires battery, fuel cell, and/or plug-in hybrid electric vehicles to account for up to 15 percent of California's new vehicle sales by 2025.

GHG REDUCTION REGULATIONS

Several regulatory measures such as AB 32 and the Climate Change Scoping Plan, EO B-30-15, SB 32, and AB 197 were enacted to reduce GHGs and have the co-benefit of reducing California's dependency on fossil fuels and making land use development and transportation systems more energy efficient.

RENEWABLE ENERGY REGULATIONS

SB X1-2 of 2011 requires all California utilities to generate 33 percent of their electricity from renewables by 2020. SB X1-2 also requires the renewable electricity standard to be met increasingly with renewable energy that is supplied to the California grid from sources within, or directly proximate to, California. SB X1-2 mandates that renewables from these sources make up at least 50 percent of the total renewable energy for the 2011-2013 compliance period, at least 65 percent for the 2014-2016 compliance period, and at least 75 percent for 2016 and beyond.

SB 100, signed in September 2018, requires that all California utilities, including independently-owned utilities, energy service providers, and community choice aggregators, supply 44 percent of retail sales from renewable resources by December 31, 2024, 50 percent of all electricity sold by December 31, 2026, 52 percent by December 31, 2027, and 60 percent by December 31, 2030. The law also requires that eligible renewable

energy resources and zero-carbon resources supply 100 percent of retail sales of electricity to California end-use customers and 100 percent of electricity procured to serve all State agencies by December 31, 2045.

California Department of Corrections and Rehabilitation Climate Action Plan

EO B-30-15 directed the Governor's Office of Planning and Research to provide guidance for state agencies to integrate current and future climate conditions into all planning and investment decisions. CDCR is in the process of preparing a CAP for CDCR facilities that incorporates this guidance into its operations and investment decisions. It is anticipated that the CAP will consider GHG reduction strategies for the transportation, energy, solid waste, water, and wastewater sectors. GHG reductions from these sectors could be derived from actions such as increased renewable energy development, energy efficiency projects, zero net energy facilities, electric vehicle charging stations, zero emission vehicles, and water conservation and recycling. Examples of actions CDCR is considering include (but are not limited to): installing onsite renewable energy facilities (e.g., solar photovoltaic arrays, wind turbines); upgrading HVAC and evaporative cooling systems with energy-efficient equipment; replacing natural gas boilers and water heating systems with electric or renewable energy-powered equipment; incorporating recycled water infrastructure to reduce use of potable water; and incorporating composting programs to reduce landfilled waste. The CAP will also include climate adaptation measures that would help prepare CDCR facilities and operations for the adverse effects of climate change. Because the CAP is not yet adopted, this document does not assess consistency with the CDCR CAP.

3.6.2 DISCUSSION

a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

Less-Than-Significant Impact Project energy use would primarily consist of direct energy consumption for space heating and onsite electricity/heating/cooling facilities and indirect energy consumed in generation of electricity at power plants. Transportation energy use is related to the efficiency of cars and trucks; choice of travel modes (e.g., automobile, carpool, vanpool, and transit); and miles traveled by these modes. Energy is also consumed during project construction and routine operation and maintenance activities.

Compliance with California Code of Regulations Title 24 Energy Efficiency Standards would result in an energy-efficient building. However, compliance with building codes does not address all potential energy impacts during project construction and operation. For example, energy would be consumed during worker and staff commute trips. Levels of construction- and operation-related energy consumption by the project were estimated, including the number of megawatt-hours of electricity, therms of natural gas, gallons of gasoline, and gallons of diesel fuel. Energy consumption estimates were calculated using CalEEMod and from fuel consumption factors in the EMFAC and OFFROAD models. A detailed breakdown of project energy consumption is provided in Table 3.6-1 (see Appendix B for detailed calculations).

Table 3.6-1 Project Construction and Operation Energy Consumption

Phase	Category	Energy Consumption
Construction	Off-road Vehicles	15,488 gallons of diesel
	On-road Vehicles	2,137,133 gallons of gasoline and 81,421 gallons of diesel
Operations	Electricity[1]	997,166 kWh/year
	Natural Gas	3,069,060 kBTU/year
	On-road Vehicles	62,571 gallons of gasoline and 12,486 gallons of diesel

Notes: kWH = kilowatt hours; kBTU = kilo British Thermal Units
[1] Includes indirect electricity related to water consumption
Source: See Appendix B

CONSTRUCTION

Energy would be required to construct the proposed project, operate, and maintain construction equipment, and transport construction materials. The one-time energy expenditure required to construct the physical buildings and infrastructure associated with the proposed project would be non-recoverable. Most energy consumption would result from operation of construction equipment and vehicle trips associated with commute trips by construction workers and haul trucks supplying materials.

An estimated 2,137,133 gallons of gasoline and 96,908 gallons of diesel would be consumed to enable project construction, accounting for both onsite equipment use and offsite vehicle travel. The energy needs for project construction would be temporary and are not anticipated to require additional capacity or increase peak or base period demands for electricity or other forms of energy. Construction equipment and associated energy consumption would be typical of that associated with construction of new hospital buildings.

OPERATION

Operation of the proposed project would be similar to hospital uses requiring electricity and natural gas for lighting, space and water heating, and appliances. However, it is anticipated that the level of energy consumption associated with medical equipment at a hospital would be higher than what would occur at the proposed MHCF, making the energy consumption estimate slightly conservative. The proposed project would require 2,137,133 kilowatt hours of electricity per year and 3,069,060 kilo British Thermal Units per year. The proposed project would increase electricity and natural gas consumption in the region relative to existing conditions and would construct new utility connections to existing electrical and natural gas facilities. The estimated energy consumption accounts for exceedance of the 2016 Title 24 standards by 15 percent and SDG&E's Renewables Portfolio Standard.

Operation of the proposed project would generate a daily VMT of 4,674 that would consume 62,571 gallons of gasoline and 12,486 gallons of diesel per year. Fuel use estimates were calculated from the combination of fuel consumption rates and fuel mix by vehicle class from CARB's EMFAC2014 model, with overall VMT and mode share by vehicle class modeled for the project in CalEEMod (see Section 3.3, "Air Quality," and Appendix A). Vehicles employed for project trips would be required to comply with State and federal regulations regarding fuel efficiency standards for vehicles in California that are designed to reduce wasteful, unnecessary, and inefficient use of energy for transportation.

The proposed project would be designed to meet the U.S. Green Building Council's LEED "Silver" certification and would exceed the requirements of Title 24, Part 6 by 15 percent. Design features would include energy-efficient interior lighting (i.e., LEDs), energy-efficient exterior lighting, and Energy Star™-certified computer monitors and office equipment. All inmate water closet and lavatory combination fixtures would include a water-efficient system that controls the number of flushes that can occur within an hour. Project trips would be limited to employee trips only and fuel consumption associated with vehicle trips would not be considered inefficient, wasteful, or unnecessary in comparison to other similar developments in the region.

According to Appendix F of the CEQA Guidelines, the means to achieve the goal of conserving energy includes decreasing overall per capita energy consumption, decreasing reliance on natural gas and oil, and increasing reliance on renewable energy sources. Given that the proposed project would be designed to achieve LEED "Silver" certification and would exceed the requirements of Title 24, Part 6 by 15 percent, per capita energy use would be reduced. The proposed project's indirect energy use associated with water consumption would be reduced through the features specified above. The proposed project's energy consumption through construction, building operation, or transportation would not be considered wasteful, inefficient, or unnecessary. Therefore, this impact would be less than significant.

b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

Less-Than-Significant Impact Relevant plans include the State's *2008 Update, Energy Action Plan* and the County's CAP, even if the project is not subject to this local plan. These plans focus on the provisioning of renewable energy, demand reduction, energy efficiency, reducing VMT, increasing alternative fuels, and recycling (CEC and CPUC 2008, County of San Diego 2018). Project-generated VMT would increase due to slight increases in staffing, and because of the nature of the institutional land use, staff cannot telecommute and must work onsite. Therefore, many VMT reduction measures are not applicable to the project.

Regulations and policies are also applicable to the proposed MHCF including those that require the use of renewable energy, and efforts to maximize building energy efficiency and waste diversion. As discussed in Section 3.8, "Greenhouse Gas Emissions," the project supports the County's CAP strategies and measures under the Energy, Solid Waste, and Water and Wastewater categories. RJDCF would achieve a waste diversion rate of 75 percent per the provisions of AB 341 (see Section 3.8, "Greenhouse Gas Emissions," for details on AB 341) and would be designed to meet the U.S. Green Building Council's LEED "Silver" certification and exceed the requirements of Title 24, Part 6 by 15 percent. Additionally, CDCR is in the process or preparing a CAP for all CDCR facilities; this would include (but not limited to): installing onsite renewable energy facilities (e.g., solar photovoltaic arrays, wind turbines); upgrading HVAC and evaporative cooling systems with energy-efficient equipment; replacing natural gas boilers and water heating systems with electric or renewable energy-powered equipment; incorporating recycled water infrastructure to reduce use of potable water; and incorporating composting programs to reduce landfilled waste. Therefore, the proposed project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency. Impacts would be less than significant.

3.7 GEOLOGY AND SOILS

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
VI. Geology and Soils. Would the project:				
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 California Geological Survey Special Publication 42.)	☐	☐	☒	☐
ii) Strong seismic ground shaking?	☐	☐	☒	☐
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐
iv) Landslides?	☐	☐	☐	☒
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
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 offsite landslide, lateral spreading, subsidence, liquefaction, or collapse?	☐	☐	☒	☐
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994, as updated), creating substantial risks to life or property?	☐	☐	☒	☐
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☐	☒

3.7.1 ENVIRONMENTAL SETTING

The following discussion is based on the Geology and Soils section prepared for the RJDCF Infill EIR (CDCR 2013). The geology and soils report prepared previously for the RJDCF Infill EIR is relevant because the mapped areas include the proposed east and west project location options and the parking lot.

REGIONAL TOPOGRAPHY AND GEOLOGY

The RJDCF property is located in San Diego County immediately west of the San Ysidro Mountains and approximately 12 miles from the Pacific Ocean. The San Ysidro Mountains are part of the Peninsular Ranges, which are comprised of Mesozoic-aged, metamorphosed, volcanic and sediment rocks, as well as plutonic rocks such as granite. The Peninsular Ranges are separate by faults that are subparallel to the San Andreas Fault. The geology is dominated by coastal marine sedimentary rocks of Oligocene to Miocene age (approximately 34-5 million years ago) (Tan and Kennedy 2002).

The bedrock at the RJDCF property is the Oligocene-age (37-24 million years old) Otay Formation (Tan and Kennedy 2002). This formation contains very pale gray, massive to thin-bedded sandstones. There are three main sedimentary rock types in the formation: gravel or conglomerate, silt-sized, and sandstone-mudstone; as well as beds of bentonite clay (California Prison Health Care Receivership Corporation [CPHCRC] 2008).

TOPOGRAPHY AND SOILS

The RJDCF property is located approximately 600 feet above sea level on the low-relief terrace of Otay Mesa which is a horizontal terrace approximately 2,000 feet wide and bounded by steep slopes that lead to local canyons. These local canyons include O'Neal Creek/Canyon to the northeast and Johnson Creek/Canyon to the southwest. The canyon bases are 80 and 200 feet below the mesa surface, respectively.

The soils at the RJDCF property have been mapped by the Natural Resources Conservation Service (NCRS 2013). According to the soil survey, one type of soil is mapped at the RJDCF property: stockpen gravelley clay loam on 0 to 2 percent slopes. This soil is underlain by weathered bedrock. The depth to the weathered bedrock is up to 60 feet. At depth, this soil has a high shrink-swell potential and a slight erosion hazard and a high runoff rate.

FAULTS AND SEISMIC HAZARDS

In California, an "active fault" is defined as a fault that has ruptured in the last 10,000 years (Holocene time) or has produced historic earthquakes. The San Diego coastal region has had far fewer earthquakes that most other portions of southern California based on historical records that span almost 200 years. Major active faults exist and large magnitude earthquakes have occurred to the east of the region on the faults associated with the San Andreas fault zone. These include the South Branch of the San Andreas, San Jacinto, and Elsinore faults. Collectively, these form the boundary of the Pacific and North American plates. To the west and offshore of San Diego, three active northwest-trending fault zones have been identified and include the San Clemente, Rose Canyon, and Coronado Bank faults.

There is no evidence of recent faulting within the RJDCF property boundary, and no faults are mapped at or near the project site (Bryant and Hart 2007, Jennings and Bryant 2010). A total of 10 faults were identified as potential seismic sources within a 64-mile radius of the project site. The nearest active fault is the Rose Canyon fault, which is 15 miles to the northwest. The project site is not likely to be affected by surface fault rapture. The site is not located within the Alquist-Priolo Earthquake Fault Zone.

The project site is located within the Uniform Building Code (UBC) Seismic Hazard Zone 4 (International Code Council 1997). The Zone 4 designation indicates that earthquakes in the region have the potential to create the greatest effects, and seismic design must meet the most stringent requirements. The RJDCF property is located in a region in California characterized by moderate ground-shaking hazard; however, the RJDCF property itself is mapped as a low severity zone for shaking intensity (County of San Diego 2011). Based on a probabilistic seismic hazard map, ground-shaking hazard at the RJDCF property is low (Cao et al. 2003, California Geological Survey 2008a). Accordingly, the proposed locations for the MHCF would exhibit a low ground-shaking hazard.

LIQUEFACTION

Liquefaction is a phenomenon in which the strength and stiffness of unconsolidated sediments are reduced by earthquake shaking or other rapid loading. Poorly consolidated, water-saturated, fine sands and silts have low plasticity and, when located within 50 feet of the ground surface, are typically considered to be the most susceptible to liquefaction. Soils and sediments that are not water-saturated and consist of coarser or finer materials are generally less susceptible to liquefaction. Geologic age also influences the potential for liquefaction. Sediments deposited within the most recent millennia are generally more susceptible to liquefaction that older, early sediments (California Geological Survey 2008b).

Based on the geologic age of the earth materials, average relative density of the subsurface material, relative lack of shallow groundwater, and anticipated ground-shaking hazard for the project site, the potential for liquefaction, dynamic compaction, or seismically induced settlement or bearing loss are considered low. A geotechnical investigation for the RJDCF project site did not identify liquefaction as an issue (Kleinfelder, Inc. 1995). Therefore, the proposed locations for the MHCF would not be at risk for liquefaction.

LANDSLIDES

Within the limits of ground disturbance of the project site, there is no risk of naturally occurring large landslides, because of the stable, cemented nature of the underlying geology. Additionally, the overall vicinity is categorized as having low landslide potential (County of San Diego 2011). Both options for the proposed location of the MHCF building are greater than 1,000 feet from the slopes of both the O'Neal Canyon and Johnson Canyon.

LAND SUBSIDENCE

Land subsidence occurs in deep, unconsolidated sedimentary deposits, commonly when deep groundwater is withdrawn, allowing compaction and subsidence. These types of deposits do not underlie the RJDCF property. Though subsidence could be experienced in the larger region, the risk to the project site is low (Kleinfelder, Inc. 1995).

3.7.2 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 California Geological Survey Special Publication 42.)

Less-Than-Significant Impact The project site is not located within an Alquist-Priolo Earthquake Fault Zone. The nearest active fault is the Rose Canyon fault, which is 15 miles to the northwest. The proposed locations for the MHCF would be a large enough distance from the nearest known Fault Zone such that it would preclude the likelihood of occurrence of fault rupture on the project site. Therefore, the impacts would be less than significant.

ii) Strong seismic ground shaking?

Less-Than-Significant Impact The site may experience ground shaking as a result of nearby fault activity that could affect the site stability. Consistent with State requirements, CDCR is required to design the MHCF building to meet CBC standards to minimize the potential of ground-shaking hazards, and the structure must be designed to meet the regulations and standards associated with CBC seismic design categories. CDCR prepared a geotechnical study as part of the RJDCF Infill EIR that identifies design guidelines that would meet CBC criteria and similar site-specific guidelines be incorporated into the design and construction of the proposed MHCF. Therefore, the impact would be less than significant.

iii) Seismic-related ground failure, including liquefaction?

Less-Than-Significant Impact Based on the geologic age of the earth materials, average relative density of the subsurface material, relative lack of shallow groundwater, and anticipated ground-shaking hazard for the project site, the potential for liquefaction, dynamic compaction, or seismically induced settlement or bearing loss are considered low. The previous geotechnical investigation of the entire RJDCF property did not identify liquefaction as an issue, therefore the impact would be less than significant.

iv) Landslides?

No Impact Within the limits of ground disturbance of either proposed location for the MHCF, there is no risk of naturally occurring large landslides because of the stable, cemented nature of the underlying geology, and the overall vicinity is in a low landslide category. However, the slopes leading to the O'Neal Canyon to the north and Johnson Canyon to the south of the site are quite steep and locally unstable. The proposed locations of the proposed MHCF would be at least 1,000 feet from both canyons. CDCR is required to design facilities to meet CBC standards, which are protective of human health and would minimize hazards associated with landslide slope failure. Due to the proposed MHCF's distance to potentially hazardous slopes and the design requirements for the facility, no impact would occur.

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

Less-Than-Significant Impact Development of the proposed MHCF would involve grading and excavating activities that would result in the temporary disturbance of soil such that wind and rain events could cause erosion, runoff, sedimentation, and downstream water quality degradation. Construction staging would occur within the secure perimeter(s) near the individual construction work areas and are not expected to result in substantially increased soil disturbance. Both the east and west site options for the proposed MHCF building are graded and contain little slope. Soil would be graded and remediated on site.

Consistent with State requirements, a stormwater pollution prevention plan (SWPPP) would be developed for the project by a qualified engineer or erosion control specialist. The SWPPP must identify potential sources of erosion or sedimentation that may be reasonably expected to affect the quality of stormwater discharge as well as identify and implement best management practices, such as fiber rolls and silt fencing that ensure the reduction of these pollutants during stormwater discharges. With the implementation of the SWPPP, impacts resulting from loss of topsoil and/or substantial erosion 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 offsite landslide, lateral spreading, subsidence, liquefaction, or collapse?

Less-Than-Significant Impact The geotechnical survey prepared for the RJDCF Infill EIR did not indicate that any unstable soils existed at the RJDCF property, which includes both proposed MHCF building sites. Additionally, land-subsidence, liquefaction, and landslides were not identified as substantial risks on the RJDCF property. The geotechnical report included sampling from throughout the RJDCF property and these various samplings showed that neither of the proposed locations for the MHCF would be at risk for landslide, liquefaction, or subsidence. Consistent with State requirements, CDCR is required to construct all new facilities in accordance with CBC standards, including recommendations regarding unstable soils to be incorporated into site design. This impact would be less than significant.

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

Less-Than-Significant Impact Expansive soils have the potential to compromise the structural integrity of site features. The soil survey prepared for the RJDCF Infill EIR determined that there is a high shrink-swell potential in the soil and rock underlying both of the east and west site options for the proposed MHCF building. Measures to reduce or eliminate problematic soils would be implemented at whichever proposed MHCF location was chosen, which could include excavation and replacement with engineered backfill, ground treatment processes, and direction of surface water and drainage away from foundation soils. Consistent with State requirements, CDCR is required to construct all new facilities in accordance with CBC standards, including specifications for construction within expansive soils. This impact would be less than significant.

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

No Impact The project does not include the installation or use of septic tanks or alternative wastewater disposal systems. Wastewater from the proposed project would be directed to the existing wastewater disposal system. No impacts related to soils or use of septic systems would occur.

3.8 GREENHOUSE GAS EMISSIONS

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
VII. Greenhouse Gas Emissions. Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☒	☐

3.8.1 ENVIRONMENTAL SETTING

Certain gases in the earth's atmosphere, classified as GHGs, play a critical role in determining the earth's surface temperature. Solar radiation enters the earth's atmosphere from space. Most solar radiation passes through GHGs; however, infrared radiation is absorbed by these gases. As a result, radiation that otherwise would have escaped back into space is instead "trapped," resulting in a warming of the atmosphere. This phenomenon, known as the greenhouse effect, is responsible for maintaining a habitable climate on earth.

Prominent GHGs contributing to the greenhouse effect are carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), hydrofluorocarbons (HFC), perfluorocarbons (PFC), and sulfur hexafluoride (SF_6). GHG emissions contributing to global climate change are attributable, in large part, to human activities associated with on-road and off-road transportation, industrial/manufacturing, electricity generation by utilities and consumption by end users, residential and commercial onsite fuel usage, and agriculture and forestry. It is "extremely likely" that more than half of the observed increase in global average surface temperature from 1951 to 2010 was caused by the anthropogenic increase in GHG concentrations and other anthropogenic forces together (IPCC 2014: 5).

Climate change is a global problem. GHGs are global pollutants because even local GHG emissions contribute to global impacts. GHGs have long atmospheric lifetimes (one to several thousand years) and persist in the atmosphere long enough to be dispersed around the globe. Although the lifetime of any particular GHG molecule is dependent on multiple variables and cannot be determined with any certainty, it is understood that more CO_2 is emitted into the atmosphere than is sequestered by ocean uptake, vegetation, and other forms of sequestration (IPCC 2013:467).

According to the Intergovernmental Panel on Climate Change global average temperature is expected to increase relative to the 1986-2005 period by 0.3–4.8 degrees Celsius by the end of the 21st century, depending on future GHG emission scenarios (IPCC 2014:SPM-8). The California Natural Resources Agency (CNRA) estimates that temperatures in California are projected to increase 2.7 degrees Fahrenheit above 2000 averages by 2050 and, depending on emission levels, 4.1–8.6 degrees Fahrenheit by 2100 (CNRA 2012:2).

California's GHG emissions have followed a declining trend since 2007. The most recent California statewide GHG emissions inventory, along with previous inventories, is summarized in Table 3.8-1. In 2015, California produced 440.4 million metric tons of carbon dioxide equivalents, including imported electricity and excluding natural sources. The 2015 California GHG inventory was approximately 6.7 percent of U.S. emissions (EPA 2018, CARB 2017a). The transportation sector is the largest emitter of GHGs, followed by electricity generation (CARB 2015). Emissions of CO_2 are, largely, byproducts of fossil fuel combustion. CH_4, a highly potent GHG, primarily

results from off-gassing (the release of chemicals from nonmetallic substances under ambient or greater pressure conditions) and is largely associated with agricultural practices and landfills. N_2O is also largely attributable to agricultural practices and soil management (CARB 2017b).

Table 3.8-1 California Statewide Greenhouse Gas Emissions Inventory (1990-2015)

Emissions Sector	MMT CO_2e				Percent of Total (2015)	Percent Change (1990-2015)
	1990[1]	2013	2014	2015		
Transportation	151	158	160	165	38	9
Electricity Generation[2]	111	90	88	84	19	-24
Industrial	105	93	94	92	21	-12
Commercial and Residential Fuel Use	44	44	37	38	9	-14
Agriculture	19	35	36	35	8	84
High GWP Gases	n/a[3]	17	18	19	4	n/a
Recycling and Waste	n/a[3]	9	9	9	2	n/a
Total[4]	**431**	**445**	**442**	**440**	**100**	**2**

Notes: GWP = global warming potential; MMT CO_2e = million metric tons of carbon dioxide equivalent
[1] California's first 1990 GHG emissions inventory was prepared in 2007 by ARB using GWP values from the IPCC Second Assessment Report (IPCC 1995). All other inventory years shown use GWP values from the IPCC Fourth Assessment Report (IPCC 2007).
[2] Includes both in-state electricity generation and out-of-state imported electricity that is consumed in-state.
[3] The High GWP gas and the Recycling and Waste sector were included in the Industrial sector for the 1990 inventory only.
[4] Totals may not sum exactly due to rounding.
Sources: CARB 2007, 2017. Data compiled by Ascent Environmental 2018.

Additionally, high global warming potential gases have atmospheric insulative properties that are hundreds to tens of thousands of times greater than that of CO_2. HFCs, PFCs, and SF_6 are some of the most common types of high- global warming potential gases and result from a variety of industrial processes.

FEDERAL REGULATIONS

The EPA is the federal agency responsible for implementing the CAA and its amendments. The Supreme Court of the United States ruled on April 2, 2007, that CO_2 is an air pollutant as defined under the CAA, and that EPA has the authority to regulate emissions of GHGs. The ruling in this case resulted in EPA taking steps to regulate GHG emissions and lent support for state and local agencies' efforts to reduce GHG emissions.

In October 2012, EPA and the National Highway Traffic Safety Administration, issued rules to reduce GHG emissions and improve Corporate Average Fuel Economy standards for light-duty vehicles for model years 2017 and beyond (77 CFR 62624).

STATE REGULATIONS

California GHG Legislation

By adoption of AB 32, the California Global Warming Solutions Act of 2006, and SB 97, the State of California has acknowledged that the effects of GHG emissions cause adverse environmental impacts. AB 32 mandates that emissions of GHGs must be capped at 1990 levels by the year 2020 (Health and Safety Code Section 38530). In August 2016, Governor Brown signed SB 32 and AB 197, which serve to extend California's GHG reduction programs beyond 2020 to achieve a statewide GHG emission reduction of at least 40 percent below 1990 levels by no later than December 31, 2030. EO S-3-05, signed by Governor Arnold Schwarzenegger in 2005, established total

GHG emission targets for the state. Specifically, emissions are to be reduced to the 2000 level by 2010, the 1990 level by 2020, and to 80 percent below the 1990 level by 2050.

On January 20, 2017, CARB released its proposed 2017 Climate Change Scoping Plan Update (2017 Scoping Plan Update), which lays out the framework for achieving the 2030 reductions as established in more recent legislation. On December 14, 2017, CARB approved the 2017 Scoping Plan. The 2017 Scoping Plan Update identifies the GHG reductions needed by each sector to achieve a statewide emissions level that is 40 percent below 1990 levels before 2030. The update also identifies how GHGs associated with proposed projects could be evaluated under CEQA. Specifically, it states that achieving "no net increase" in GHG emissions is one correct overall objective of projects evaluated under CEQA if conformity with an applicable local GHG reduction plan cannot be demonstrated. CARB recognizes that it may not be appropriate or feasible for every development project to mitigate its GHG emissions to no net increase and that this may not necessarily imply a substantial contribution to the cumulatively significant environmental impact of climate change. CARB also acknowledges that lead agencies have the discretion to develop evidence-based numeric thresholds (mass emissions, per capita, or per service population) consistent with the Scoping Plan, the State's long-term GHG goals, and climate change science (CARB 2017c).

Executive Order B-18-12

EO B-18-12, which was signed by Governor Brown in 2012, proclaims that state agencies take actions to reduce entity-wide GHG emissions by at least 10 percent by 2015 and 20 percent by 2020, as measured against a 2010 baseline. This order also directed state agencies to use clean onsite power generation to the extent feasible and to obtain LEED "Silver" certification or higher for any new or substantially renovated structure larger than 10,000 square feet. The LEED "Silver" certification requires sustainable site selection and design features, water efficiency, energy efficiency, reuse and recycling of materials, and improved indoor air quality.

California Building Efficiency Standards of 2016 (Title 24, Part 6)

Buildings in California are required to comply with California's Energy Efficiency Standards for Residential and Nonresidential Buildings established by the CEC regarding energy conservation standards and found in Title 24, Part 6 of the California Code of Regulations. All buildings for which an application for a building permit is submitted on or after January 1, 2017 must follow the 2016 standards (CEC 2015). Energy efficient buildings require less electricity; therefore, increased energy efficiency reduces fossil fuel consumption and decreases GHG emissions.

California Integrated Waste Management Act

The transportation and disposal of solid waste is a source of GHG emissions. To minimize the amount of solid waste that must be disposed of in landfills, the State Legislature passed the California Integrated Waste Management Act of 1989. According to AB 939, all cities and counties were required to divert 25 percent of all solid waste from landfill facilities by January 1, 1995, and 50 percent by January 1, 2000. Through AB 75, this 50 percent diversion rate also applies to State agencies. In order of priority, waste reduction efforts must promote source reduction, recycling and composting, and environmentally-safe transformation and land disposal.

In 2011, AB 341 modified the California Integrated Waste Management Act and directed the California Department of Resources Recycling and Recovery to develop and adopt regulations for mandatory commercial recycling. The resulting Mandatory Commercial Recycling Regulation (2012) requires that on and after July 1, 2012, certain businesses that generate four cubic yards or more of commercial solid waste per week shall arrange recycling services. The definition in the regulation of a business includes public entities, including state agencies, schools, school districts, California State Universities, community colleges, the University of California, special districts and federal, state, local, regional agencies or facilities. Any State facility that generates four or more cubic yards of solid waste per week is subject to these requirements. To comply with this requirement, businesses may either separate recyclables and self-haul them or subscribe to a recycling service that includes mixed waste processing. AB 341 also established a statewide commercial solid waste and recycling goal of 75 percent.

In 2014, Governor Brown signed AB 1826, which requires businesses to recycle their organic waste if they generate four cubic yards of organic waste per week, after April 2016. This law also requires that on and after January 1, 2016, local jurisdictions across the state implement an organic waste recycling program to divert organic waste generated by businesses (including public entities).

California Department of Corrections and Rehabilitation Climate Action Plan

EO B-30-15 directed the Governor's Office of Planning and Research to provide guidance for state agencies to integrate current and future climate conditions into all planning and investment decisions. CDCR is in the process of preparing a CAP for CDCR facilities that incorporates this guidance into its operations and investment decisions. It is anticipated that the CAP will consider GHG reduction strategies for the transportation, energy, solid waste, water, and wastewater sectors. GHG reductions from these sectors could be derived from actions such as increased renewable energy development, energy efficiency projects, zero net energy facilities, electric vehicle charging stations, zero emission vehicles, and water conservation and recycling. Examples of actions CDCR is considering include (but are not limited to): installing onsite renewable energy facilities (e.g., solar photovoltaic arrays, wind turbines); upgrading HVAC and evaporative cooling systems with energy-efficient equipment; replacing natural gas boilers and water heating systems with electric or renewable energy-powered equipment; incorporating recycled water infrastructure to reduce use of potable water; and incorporating composting programs to reduce landfilled waste. The CAP will also include climate adaptation measures that would help prepare CDCR facilities and operations for the adverse effects of climate change. Because the CAP is not yet adopted, this document does not assess consistency with the CDCR CAP.

County of San Diego

The County of San Diego adopted a CAP in February 2018. The CAP is a long-term programmatic plan that identifies strategies and measures to meet the County's targets to reduce GHG emissions by 2020 and 2030, consistent with the State's legislative GHG reduction targets, and demonstrates progress towards the State's 2050 GHG reduction goal. The CAP identifies 11 strategies and 26 measures to reduce GHG emissions in the largely rural, unincorporated areas of San Diego County as well as County government operations. The CAP's strategies, measures, and supporting efforts are organized under five GHG emissions categories: Built Environment and Transportation, Energy, Solid Waste, Water and Wastewater, and Agriculture and Conservation (County of San Diego 2018a).

The County has also prepared *Guidelines for Determining Significance: Climate Change*, which can be used as part of the environmental review process to evaluate project GHG emissions. The *Guidelines for Determining Significance: Climate Change* incorporate the following "threshold of significance" that was separately adopted by the Board of Supervisors: A proposed project would have a less-than-significant cumulatively considerable contribution to climate change impacts if it is found to be consistent with the County's CAP; and, would normally have a cumulatively considerable contribution to climate change impacts if it is found to be inconsistent with the County's CAP (County of San Diego 2018b). As a State entity, CDCR is not subject to the terms of the County's CAP.

San Diego Air Pollution Control District

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

3.8.2 DISCUSSION

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

And

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

Less-Than-Significant Impact CEQA Guidelines Section 15064 and relevant portions of Appendix G recommend that a lead agency consider a project's consistency with relevant, adopted plans, and discuss any inconsistencies with applicable regional plans, including plans to reduce GHG emissions. Therefore, this analysis assesses compliance with State regulatory programs designed to reduce GHG emissions from project construction and operation, especially in regard to the goals of AB 32 and SB 32. This approach is consistent with one of the pathways to compliance presented in the recent California Supreme Court ruling, *Center for Biological Diversity v. California Department of Fish and Wildlife (2015) 62 Cal.4th 204, 229-231.*

GHG emissions associated with the proposed MHCF would be generated during project construction and during the operation of the facility. Estimated levels of construction- and operation-related GHGs are presented below, followed by a discussion of the project's consistency with applicable regulations and policies established to enable the achievement of mandated statewide GHG reduction goals.

Construction-Generated Greenhouse Gas Emissions

The proposed MHCF would be approximately 61,000 gsf of building space, configured in a one- or two-story building that would support up to 50 additional inmates and would add up to 165 new employees. The proposed project also includes development of a parking lot for employees. GHG emissions would be generated during project construction and operation. During construction, GHG emissions would be emitted by mechanical equipment used for site preparation, grading, paving, removal, and building construction; as well as vehicles used for worker commute, equipment delivery, and haul truck trips, as described in Section 3.3, "Air Quality," criterion b).

Project construction is estimated to generate a total of 231 million tons of carbon dioxide ($MTCO_2e$) over the duration of construction activities (2020–2022). Refer to Appendix A for specific input parameters and modeling output results.

Operational Greenhouse Gas Emissions

Operation of the proposed MHCF would result in mobile-source GHG emissions associated with vehicle trips to and from the project (i.e., project-generated VMT); area-source emissions from the combustion of natural gas for space and water heating and operation of maintenance equipment; energy-source emissions from the consumption of electricity; stationary-source emissions from the use of an emergency diesel generator; water-source emissions from water use and the conveyance and treatment of wastewater; waste-source emissions from the transport and disposal of solid waste. Emissions generated from operation of the proposed MHCF are reported in Table 3.8-3.

Therefore, the level of annual GHG emissions associated with the proposed project is estimated to be approximately 1,423 $MTCO_2e$/year. This estimate includes emissions reductions associated with exceedance of Title 24, Part 6 requirements by 15 percent.

Table 3.8-3 Operational Greenhouse Gas Emissions	
Source	MT CO_2e (MT/year)
Area	<1
Energy	420
Mobile	521
Stationary	110
Waste	331
Water	41
Total Operational GHG Emissions	1,423

Notes: Totals may not add due to rounding.
CO_2e = carbon dioxide equivalent; MT = metric tons
Source: Modeled by Ascent Environmental, Inc. in 2018

CONSISTENCY WITH APPLICABLE PLANS, POLICIES, AND REGULATIONS

Consistency with the 2017 Scoping Plan Update

The 2017 Scoping Plan lays out the framework for achieving compliance with emissions levels identified in SB 32 and AB 197 of 2016 (i.e., statewide GHG emissions that are 40 percent below 1990 levels by 2030). Consistency with the emissions targets provided by SB 32 would also result in consistency with emissions targets provided by AB 32 of 2006, which are less stringent and are based on a 2020 milestone year. Although the GHG emissions associated with the operation of incarceration facilities are not specifically identified in the 2017 Scoping Plan, the Plan includes an appendix that details local actions that land use development projects and municipalities can implement to support the statewide goal. For project-level CEQA analyses, the proposed 2017 Scoping Plan states that projects should implement feasible mitigation, preferably measures that can be implemented onsite. Many of the design features of the proposed project align with these actions and would result in onsite GHG reduction measures.

Construction of the proposed project would include a recycling program with a targeted waste diversion rate of 75 percent for both construction and for removal waste, a measure that is detailed in Appendix B of the 2017 Scoping Plan Update.

Consistent with the Scoping Plan, voluntary efficiency and green building targets beyond mandatory codes are a key energy efficiency strategy. The proposed project would be designed in compliance with EO B-18-12 to meet the U.S. Green Building Council's LEED "Silver" certification. Furthermore, the proposed project would exceed the requirements of Title 24, Part 6 by 15 percent. Design features would include energy-efficient interior lighting (i.e., LEDs), energy-efficient exterior lighting, and Energy Star™-certified computer monitors and office equipment. All inmate water closet and lavatory combination fixtures are expected to include a low flow water-efficient system that also controls the number of flushes that can occur within a given time period. Additionally, the following design features have been implemented at other CDCR facilities and would potentially be implemented at the MHCF:

- solar photovoltaics,
- use of low-VOC adhesives, sealants, and paints,
- preferred parking for low-emitting vehicles,
- installation of electric vehicle charging stations, and
- implementation of leak detection and repair systems.

Consistency with Executive Order B-18-12

As stated above, the proposed project would be designed to meet and obtain the U.S. Green Building Council's LEED "Silver" certification or higher, assuring minimal energy use and, therefore, further minimizing emissions from operations. Therefore, it would be consistent with EO-18-12.

Consistency with the California Integrated Waste Management Act

RJDCF, including the proposed MHCF, would contribute to achieving CDCR's targeted waste diversion rate of at least 75 percent by implementing waste separation and recycling practices during construction activities and operation. This would exceed the 50 percent diversion rate mandated by AB 75, comply with AB 1826, and be in accordance with AB 341's statewide diversion goal of 75 percent by 2020, thereby reducing the level of GHGs associated with solid waste.

SUMMARY

The level of annual GHG emissions associated with the development of the proposed MHCF is conservatively estimated to be approximately 1,423 $MTCO_2e$/year. Both construction and operation of the MHCF would include GHG efficiency measures consistent with all State and local polices and regulations for reducing GHG emissions and enabling achievement of the statewide reduction targets of AB 32 of 2006 and SB 32 of 2016. Therefore, the proposed project would not generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment, or conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of GHGs. This impact would be less than significant.

3.9 HAZARDS AND HAZARDOUS MATERIALS

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
VIII. Hazards and Hazardous Materials. Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and/or accident conditions involving the release of hazardous materials into the environment?	☐	☐	☒	☐
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☒
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?	☐	☐	☐	☒
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 in the project area?	☐	☐	☒	☐
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?	☐	☐	☐	☒
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation 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?	☐	☐	☒	☐

3.9.1 ENVIRONMENTAL SETTING

The analysis was taken, in part, from the RJDCF Infill EIR prepared for CDCR, including a records review conducted by Environmental Data Resources in June 2012. This records review included searches of the EPA and California Department of Toxic Substances Control databases for known hazardous materials sites near the existing RJDCF property, including the east and west location options for the proposed MHCF. A review of historical aerial photographs and topographic maps were performed to identify previous land uses that would indicate the presence or likely presence of hazardous materials involvement.

Existing sources of potentially hazardous materials are present within the existing property boundary of RJDCF and proposed locations for the proposed MHCF, and adjacent properties. These materials are present largely as a result of previous agricultural uses, previous dry-cleaning uses, previous U.S. Navy activities, presence of an underground storage tank, use of an on-site firing range, and nearby industrial uses, as described below.

ONSITE SOURCES OF HAZARDOUS MATERIALS

A review of aerial photographs (dated 1953, 1963, 1974, 1989, 1994, and 2005) and topographic maps (dated 1903, 1904, 1943, 1955, 1971, 1975, 1991, and 1996) indicate that the area on and around RJDCF property was used for agricultural purposes before development of the existing RJDCF prison facilities. The land south of the RJDCF property is believed to have been cultivated in row crops between approximately 1964 and 1987. Historical use of the RJDCF property has included a dry-cleaning complex (from approximately 1990 to 2001) and installation of underground storage tanks (CPHCRC 2008:4.10-8 – 4.10-11). The existing firing range on the western side of the RJDCF property utilizes live ammunition, which is stored in a locked, metal storage trailer. RJDCF staff members perform weapon cleaning activities within a separate metal storage trailer (located above concrete). The cleaning solution used to clean the weapons is then transferred to the hazardous materials storage area near the fire house before offsite disposal (CPHCRC 2008:4.10-4–4.10-5).

Soil and water sampling, and x-ray analysis conducted in 2010 showed that lead was not present at levels of concern on the firing range. Elevated levels of diesel in a water sample, however, triggered site investigations beginning in February 2010. All chemical constituents analyzed for the soil and water samples were reported to be below laboratory detection limits. The elevated concentration of total petroleum hydrocarbons as diesel detected in the surface water sample is probably attributable to the heavy equipment used to recover bullets. Based on the results of the investigation, the firing range was determined not to pose a threat to human health, the environment, or any nearby receptors.

One-mile west from the Infill Facility site is area located within the boundaries of the Former Brown Field Bombing Range, also identified as the Otay Mesa Bombing Range or Otay Bombing Target #32, which was used by the U.S. Navy as a dive- bombing and aerial rocket practice range from 1942 to 1960. A 2007 evaluation of the Otay Bombing Range found surface soils to be contaminated with munitions constituents, including aluminum, copper, iron, lead, potassium, manganese, and zinc. Explosives were not detected (CPHCRC 2008). The west location option for the proposed MHCF is located just under one-mile from the bombing area.

OFF-SITE SOURCES OF HAZARDOUS MATERIALS

An automobile storage yard and a restaurant are located approximately 0.5 mile east of the RJDCF property and east of Alta Road and the Otay Mesa Energy Center is situated approximately 0.5 mile south of the RJDCF property and east of Alta Road. Various industrial developments are located along Otay Mesa Road, and the East Otay Mesa border crossing is located approximately 2 miles to the south. Light industrial uses include technology facilities, defense component manufacturers, and food manufacturers.

According to the California Department of Conservation, Division of Mines and Geology (USGS 2011), naturally occurring asbestos is not common in San Diego County.

PREVIOUS ONSITE CONTAMINATION

Leaking underground storage tanks associated with the existing prison complex resulted in localized benzene contamination. Contaminated soils were removed, and the site was remediated by San Diego County Department of Environmental Health in 2006. Further investigation, including borings, indicated that the groundwater is more than 40 feet below the ground surface in the area and is unlikely to have been adversely affected by the release (CPHCRC 2008:4.10-13–4.10-14).

The existing RJDCF prison facilities require the use and storage of hazardous materials, including motor oil, lubricating oil, and propane, as well as small quantities of muriatic acid and other cleaning supplies, in dedicated garage and maintenance areas. Gasoline and diesel are stored in aboveground tanks with secondary containment and leak detection systems, as appropriate (CPHCRC 2008:4.10-2–4.10-4).

SCHOOLS

Children are particularly sensitive to hazardous materials exposure, and additional protective regulations apply to projects that could use or disturb potentially hazardous products near schools. The closest school to the RJDCF property is the Olympian High School at 1925 Magdalena Avenue, Chula Vista, which is located approximately 3 miles northwest.

AIRPORTS

There are two airports within the vicinity of RJDCF, including the Brown Field Municipal Airport, located a little more than 2 miles west of the site, and the Tijuana International Airport, located approximately 3 miles southwest of the site. As identified in the *Brown Field Municipal Airport Land Use Compatibility Plan* (San Diego County Regional Airport Authority 2010), the RJDCF property is within Airport Safety Zone 6 for the Brown Field Municipal Airport. Public Inmate Facilities are considered a "Land Use of Special Concern," and as such are classified as "incompatible" in some Safety Zones (1, 2, and 5), however, Inmate Facilities are classified as "compatible" in Safety Zone 6 (San Diego Regional Airport Authority 2010:3-40, Exhibit III - 2).

An existing helistop is located north of Donovan State Prison Road near the existing security gate. The helistop is a concrete-paved helicopter landing pad approximately 40 feet wide by 60 feet long. No fueling, defueling, or maintenance activities, repairs, or storage take place on the helistop. It is used only in emergencies (generally between three and five times per year). There are no known private airstrips in the vicinity of the RJDCF property (CPHCRC 2008:3-43, 4.10-22).

EMERGENCY RESPONSE

The RJDCF property has a high potential for fire-related hazards because it is located in a remote, wildland area with a nearby chaparral plant community, which is a high-fire plant community. The area surrounding the RJDCF property is in an area designated by the San Diego County Multi-Jurisdictional Hazard Mitigation Plan as having a very-high risk of wildland fires (County of San Diego 2017).

RJDCF has existing emergency response services in place that respond to potential wildland fire hazards. A CDCR-operated fire station, referred to as RJDCF Fire Station 26, is located on the western perimeter of the existing RJDCF property. RJDCF Fire Station 26 has two fire engine trucks and a brush truck and provides 24-hour fire response to the complex (Witt, pers. comm., 2018).

3.9.2 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 MHCF would involve the routine transport and handling of hazardous substances such as diesel fuels, lubricants, solvents, and asphalt. Handling and transport of these materials could result in the exposure of workers to hazardous materials. However, development of the proposed MHCF would not create a significant hazard to the public or the environment, because project construction and operation would be in compliance 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. A Business Plan includes an inventory of hazardous materials handled, complex 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 be available to employees and that employee information and training programs be 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/or accident conditions involving the release of hazardous materials into the environment?

Less-Than-Significant Impact As previously discussed in criterion a) above, development of the proposed MHCF 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. Therefore, impacts related to the upset and/or accident conditions would be less than significant.

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

No Impact The nearest school to the RJDCF property is the Olympian High School at 1925 Magdalena Avenue, Chula Vista, which is located approximately 3 miles northwest of the proposed locations for the proposed MHCF. Based on the distance from the closest school, no impact would occur related to emissions or handling of hazardous materials close to schools. Therefore, there would be no impact related to hazardous emissions within one-quarter mile to a school.

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

No Impact No recognized environmental concerns or known contamination sites have been identified on the RJDCF property, including the east and west location options for the proposed MHCF. Although historical underground storage tank leaks have previously been identified, all cases have been closed by the regulatory agencies and cleanup is complete. Therefore, there would be no impact related to hazardous materials sites pursuant to Government Code §65962.5.

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 in the project area?

Less-Than-Significant Impact Inmate Facilities are classified as "compatible" in Airport Safety Zone 6, in which the RJDCF property and both proposed locations for the proposed MHCF are located (San Diego Regional Airport Authority 2010:3-40, Exhibit III - 2). Therefore, impacts would be considered less than significant.

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 There are no private airstrips are in the vicinity of either proposed MHCF building sites and there would be no impact.

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

No Impact Appropriate fire protection services and emergency response plans are in place for the existing RJDCF prison facility. Construction of the proposed MHCF would not interfere with the implementation of these plans, and the MHCF would be incorporated into the plans before operation to prevent the loss, injury, or death of people or structures as a result of a wildfire or other emergency situation. Therefore, there would be no impact related to the implementation of emergency evacuation plans.

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 RJDCF property is adjacent to an area designated as having a very-high risk of wildland fires. Defensible space for the prison facilities is maintained by periodic mowing to control vegetation and reduce fire risk. An onsite CDCR-operated fire station (Fire Station 26) is located on the western perimeter of the existing RJDCF and has capacity to provide direct and timely service to the existing prison as well as the proposed MHCF. In addition, MHCF would be designed to meet all fire code requirements, such as ignition-resistive construction, interior fire sprinklers, and/or sufficient water supply (volume) and pressure. Development of the proposed MHCF building would include other features, such as a vegetation-free clearing associated with the fenced building perimeter, which would create defensible space and minimize the risk of damage in the event of a wildland fire. Impacts related to wildland fire risk would be less than significant.

3.10 HYDROLOGY AND WATER QUALITY

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
IX. Hydrology and Water Quality. Would the project:				
a) Violate any water quality standards or waste discharge requirements?	☐	☐	☒	☐
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 that would not support existing land uses or planned uses for which permits have been granted)?	☐	☐	☐	☒
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial on- or offsite erosion or siltation?	☐	☐	☒	☐
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 on- or offsite flooding?	☐	☐	☒	☐
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?	☐	☐	☒	☐
f) Otherwise substantially degrade water quality?	☐	☐	☒	☐
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?	☐	☐	☐	☒
h) Place within a 100-year flood hazard area structures that would impede or redirect flood flows?	☐	☐	☐	☒
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?	☐	☐	☐	☒
j) Result in inundation by seiche, tsunami, or mudflow?	☐	☐	☐	☒

3.10.1 ENVIRONMENTAL SETTING

The RJDCF property is located in the southern portion of the Otay River watershed. The general topography surrounding the RJDCF property consists of a gently sloping mesa between two dominant canyons, Johnson Canyon and O'Neal Canyon. The two canyons form the major drainage conveyances in the region.

The RJDCF property is located in a semi-arid, steppe climate characterized by mild and sunny weather for most of the year. Over the 1980 – 2015 water years, the average annual precipitation in the area was 12.09 inches. More than 95 percent of precipitation in the area falls from October to April (PRISM 2018).

DAMS

The major Upper and Lower Otay Reservoirs are located upstream from the RJDCF property. The Lower Otay Reservoir is approximately 2.9 miles upstream of the project site and is used for water storage by the City of San Diego Water Utilities Department. This reservoir supplies domestic water to the residents of the South San Diego Bay area. Savage Dam, which impounds Lower Otay Lake, is approximately 5 miles north of the RJDCF property; RJDCF is not included within the dam's inundation area (CDCR 1995, OES 2007).

FLOODPLAINS

The existing RJDCF property drains to both Johnson Canyon and O'Neal Canyon; both canyon floors are wide and nearly flat although the active stream channels are incised a few feet into the alluvial cover. The channel floors are, on rare occasion, prone to flooding as evidenced by the scour and width of the active channels. Both canyons have their headwaters within the San Ysidro Mountains that lie within a few thousand feet east of the RJDCF property (CDCR 1995).

San Diego County generally controls flood impacts through the prevention of development within designated floodplains. The Federal Emergency Management Agency (FEMA) provides official flood hazard maps that are continually updated. The RJDCF property is not located within a mapped FEMA flood zone (FEMA 2012).

ONSITE DRAINAGE

The proposed MHCF building will be connected into the existing RJDCF drainage conveyance system. The complex has two distinct drainage systems, along with two other smaller discharges (one to the north and one to the south). One underground drainage system collects water in the northern portions of the RJDCF and discharges into a channel that drains into the unnamed canyon between Johnson Canyon and O'Neal Canyon. The outfall for this system is approximately 75 feet northwest of the northwesterly perimeter road on the RJDCF property, discharging into an open channel that runs approximately 1,250 feet toward the western property boundary. A second drainage system collects water from the southern portion of the RJDCF property and discharges into a detention basin located along the southern property boundary; the detention basin then releases flows into Johnson Canyon.

A third drainage collects water in the eastern half of the existing RJDCF property and routes it northward to an outfall into O'Neal Canyon.

A fourth drainage collects water from the underground lands southeast of the RJDCF property in a concrete-lined temporary conveyance gutter, which runs along the length of Donovan State Prison Road. This drainage crosses under the road through a culvert located approximately 500-feet east of the complex entrance and then discharges into Johnson Canyon to the south (CDCR 1995).

Additional drainage facilities located on- and off-site include site sloping, energy dissipaters, curbs, gutters, brow ditches on the steep slopes surrounding the RJDCF property, and drainage culverts at road crossings.

SURFACE WATER QUALITY

Section 303(d) of the CWA requires states to identify water bodies that do not meet established water quality standards (known as total maximum daily loads [TMDLs]) and are not supporting their beneficial uses. The State

Water Resources Control Board published a Statewide 2008–2010 303(d) list of impaired water bodies (SWRCB 2012) that was subsequently amended with additional listings and approved by the EPA (EPA 2011). The Otay River is not listed on the final EPA list of impaired water bodies.

The San Diego Regional Water Quality Control Board (RWQCB) considers beneficial uses as critical to water quality management in California. California state law defines beneficial uses of California's waters that may be protected against quality degradation to include "domestic; municipal; agricultural and industrial supply; power generation; recreation; aesthetic enjoyment; navigation; and preservation and enhancement of fish, wildlife, and other aquatic resources or preserves" (California Water Code Section 13050(f)). Protection and enhancement of existing and potential beneficial uses are primary goals of water quality planning. The beneficial uses of any specifically identified water body generally apply to its tributary streams to the extent that they could also support similar beneficial uses. The Water Quality Control Plan for the San Diego Basin defines the beneficial uses that the San Diego RWQCB has specifically designated for water bodies in the Otay River watershed, along with specific water quality objectives to be met to protect those uses (San Diego RWQCB 1994).

The San Diego RWQCB regulates discharges from Phase I municipal separate storm sewer systems (MS4) in the San Diego Region under the Regional MS4 Permit. This permit covers municipal, county government, and special district entities that discharge storm water (wet weather) and non-storm water (dry weather) runoff to surface waters throughout the San Diego Region. The Regional MS4 permit was adopted in May 2013 and most recently amended in November 2015 and includes jurisdictions in San Diego County, southern Orange County, and southwestern Riverside County. The San Diego RWQCB monitors discharges to regional watersheds through TMDL provisions for specific pollutants and overall water discharge.

GROUNDWATER

REGIONAL GROUNDWATER

The Sustainable Groundwater Management Act (SGMA), signed into law September 2014, provides a framework to regulate groundwater and strengthen local groundwater management of basins most critical to the state's water needs. SGMA requires basins to be sustainably managed by local public agencies through the development and implementation of Groundwater Sustainability Plans. In San Diego County, the State has designated four of the county's basins as medium-priority and subject to SGMA. The RJDCF property is not located within or near any of the priority water basins within San Diego County.

LOCAL GROUNDWATER

Groundwater is generally contained within the San Diego geologic formation with depths of groundwater exceeding 100 feet. Well yields are generally poor. Historic groundwater sampling within the hydrologic area and had a total dissolved solids ranging from 421 milligrams per liter (mg/l) to 1,770 mg/l, with a mean of 1,039 mg/l. Primary drinking water standards have total dissolved solids levels of 500 mg/l; therefore, groundwater quality is considered poor (CDCR 1995). The use of groundwater in the vicinity of the site is limited to sand and gravel washing and crop irrigation. Although the groundwater is used by a few households, its quality does not meet current potable water standards and remains unused by RJDCF. The proposed MHCF would not require use of groundwater.

3.10.2 DISCUSSION

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

f) Otherwise substantially degrade water quality?

Less-Than-Significant Impact Short-term impacts to water quality standards may occur during project construction due to excavation of the site. Grading and construction activities may potentially allow surface water to carry sediment from on-site erosion 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 hydro-seeding would be utilized to protect water quality.

Post-construction runoff would consist largely of rainfall runoff from the roof of the proposed MHCF building and improved surface parking area. Runoff would be conveyed into the existing storm drainage systems. The preparation of a SWPPP is included as part of the project. The chemical characteristics of additional stormwater flows from the proposed project would be expected to be similar to existing flows. Therefore, the impact 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 preexisting nearby wells would drop to a level that would not support existing land uses or planned uses for which permits have been granted)?

No Impact The RJDCF property receives water from the Otay Water District. Groundwater is not utilized for potable water supplies. No new wells are being proposed as part of the development of the MHCF building, and the proposed project would not result in a substantial increase in impervious surface area. As such, groundwater levels would not be impacted by the development of the proposed MHCF building.

Since existing entitlements are dependent upon surface water and no groundwater wells are proposed, groundwater supplies would not be significantly depleted, nor would local groundwater table levels be lowered. In addition, the proposed project would not interfere with groundwater recharge. As such, there would be no impact related to groundwater supplies.

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 offsite erosion, siltation, or flooding – or create or contribute to runoff water which would exceed the capacity of existing of planned stormwater drainage systems or provide substantial additional sources of polluted runoff?

Less-Than-Significant Impact Development of the proposed MHCF building would not physically alter Johnson Canyon or O'Neal Canyon or the existing drainage course at the site in a manner that would result in substantial on- or off-site erosion or siltation. Construction of the proposed project would alter just over one acre of land, introducing changes in the absorption rate, drainage patterns, and rate and amount of surface water runoff. The implementation of a SWPPP would ensure that stormwater would be directed to designated facilities, thereby inhibiting any erosion or flooding on- or off-site. Additionally, the proposed project would adhere to the regions MS4 permit for TMDL provisions. Therefore, the impact would be less than significant.

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?

No Impact According to the FEMA Flood Insurance Map entitled Community Parcel Number 06073C 2183G, the east and west site options for the proposed MHCF building are not located within a 100-year flood hazard area and, therefore, would not result in the placement of housing within a 100-year flood hazard area. No impacts would occur.

h) Place within a 100-year flood hazard area structures that would impede or redirect flood flows?

No Impact According to the FEMA Flood Insurance Map entitled Community Parcel Number 06073C 2183G, both the east and west site options for the proposed MHCF building are not located within a 100-year flood hazard area and, therefore, would not result in the placement of structures such 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?

No Impact The San Diego County Dam Inundation maps for the Upper and Lower Otay reservoirs indicate that both the east and west site options for the proposed MHCF building are not located in an area that is at risk of water inundation because of dam failure. No impacts would occur.

j) Result in inundation by seiche, tsunami, or mudflow?

No Impact Lower Otay Reservoir is located on Otay River upstream of the RJDCF property. It is conceivable that seismic activity could trigger a seiche within this reservoir causing waves to extend beyond the reservoir's shores. However, because of the project's distance from the reservoir, it is unlikely that the east and west location options for the proposed MHCF building would be inundated by seiche waters.

The RJDCF property is located approximately 12 miles from the Pacific coastline and at elevation of approximately 600 feet. Additionally, the east and west site options are more than 9 miles from the nearest tsunami inundation area as designated by the Tsunami Inundation Map for Emergency Planning Imperial Beach Quadrangle prepared by the California Emergency Management Agency (CalEMA 2009). These conditions prelude inundation by a tsunami.

Mudflows generally require large amounts of water and unstable soils on steep terrain. Since the proposed east and west site options are located on relatively even topography, mudflows are not likely to occur.

As indicated by the above discussions, site conditions preclude the occurrence of seiche, tsunami, or mudflow at the project site and no impacts would occur.

3.11 LAND USE AND PLANNING

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
X. Land Use and Planning. Would the project:				
a) Physically 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, a general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☐	☒
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	☐	☐	☐	☒

3.11.1 ENVIRONMENTAL SETTING

This section describes the existing land use and potential effects from the development of the MHCF building. As a state agency, the CDCR must consider federal or state land use policies, but it is exempt from local plans, policies, and regulations. However, because the RJDCF property and proposed east and west project site options are located within the unincorporated portion of San Diego County, the County's land use policies have been taken into consideration.

The County of San Diego General Plan land use designation for the RJDCF property is public/semi-public facilities (County of San Diego 2011). This designation identifies major facilities built and maintained for public use, such as institutional uses, academic facilities, governmental complexes, and community service facilities (e.g., County airports, public schools, correctional institutions, solid waste facilities, water facilities, and sewer facilities).

SITE AND VICINITY SETTING

The RJDCF property is located in a rural/open space setting of southern San Diego County with a variety of institutional and light industrial land uses. The San Diego County Sheriff's Department George F. Bailey Detention Complex and the East Mesa Detention Facilities are located approximately 0.5 mile northeast of the RJDCF property. The U.S. Department of Homeland Security's Brown Field Border Patrol Station is located approximately 3.5 miles to the southeast. Brown Field Municipal Airport, a general aviation airport, is located approximately 2.0 miles to the southwest. The RJDCF property is not located within the airport influence area. There are three rural residences along the north side of Otay Mesa Road, the closest of which is approximately 1.5 miles southwest of the RJDCF property.

A power-generation complex (Otay Mesa Energy Center) is located approximately 0.5 mile southeast of the RJDCF property and east of Alta Road. Industrial developments include technology facilities, storage, defense component manufacturers, and food manufacturers located along Otay Mesa Road to the south of the property. The City of San Diego's Lower Otay Reservoir and associated water filtration plant are located approximately 2 miles to the north.

Both Otay Valley Regional Park and Otay Lakes County Park are located 1 mile north of the RJDCF property. The remaining land surrounding the RJDCF property to the north and east is largely open space, and areas of

undeveloped native terrain. Most of these undeveloped, open space areas to the north and east are designated as MSCP preserve lands and may contain biologically sensitive wetland and drainage areas. Steep canyons, valleys, and mesas separate developed areas from open space. The Otay Ranch Open Space Preserve is adjacent to the northeastern part of the RJDCF property.

3.11.2 DISCUSSION

a) Physically divide an established community?

No Impact The proposed east and west MHCF building site options are located within the existing secure perimeter of RJDCF and would not affect any existing communities. Therefore, no impact would occur.

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

No Impact The RJDCF property, including the proposed east and west MHCF building site options, are designated public/semi-public facilities within the San Diego General Plan land use map. This designation identifies major facilities built and maintained for public use, including institutional uses such as correctional facilities. RJDCF is a correctional facility operated by the State of California, therefore, it is consistent with the land use designation. The MHCF building project is an enhancement to the existing correctional facility; therefore, the proposed use is consistent with the land use designation. Further, as a state agency, CDCR is exempt from local general plan and zoning restrictions. As such, no impact would occur.

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

No Impact The land surrounding the project site to the north and east is largely open space, and areas of undeveloped native terrain. Both Otay Valley Regional Park and Otay Lakes County Park are located 1 mile north of the RJDCF property. Most of these undeveloped, open space areas to the north and east are designated as MSCP preserve lands and may contain biologically sensitive wetland and drainage areas. Steep canyons, valleys, and mesas separate developed areas from open space. The Otay Ranch Open Space Preserve is adjacent to the northeastern part of the RJDCF property. The proposed east and west MHCF building site options are located within the existing secure perimeter of RJDCF and would not affect the open space lands. Therefore, development of the proposed MHCF building would have no impact on any habitat conservation plan or natural community conservation plan.

3.12 MINERAL RESOURCES

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XI. Mineral Resources. Would the project:				
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?	☐	☐	☐	☒
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?	☐	☐	☐	☒

3.12.1 ENVIRONMENTAL SETTING

The California Geological Survey and the State Mining and Geology Board are the state agencies responsible for the classification and designation of areas containing, or potentially containing, significant mineral resources. Areas known as mineral resource zones (MRZs) are classified on the basis of geologic factors, without regard to existing land use and land ownership. The primary objective of the process is to provide local agencies with information on the location, need, and importance of minerals within their respective jurisdictions. Areas are categorized into four general classifications (MRZ-1 through MRZ-4): MRZ-1 zones are areas where geologic information indicates no significant mineral deposits present, MRZ-2 zones are areas that contain identified mineral resources, MRZ-3 zones are areas of undetermined mineral resource significance, and MRZ-4 zones are areas of unknown mineral resource potential. Of the four categories, areas classified as MRZ-2 are of the greatest importance as these areas are known to be underlain by demonstrated mineral resources or are located where geologic data indicate that significant measured or indicated resources are present. MRZ-2 areas are designated by the Mining and Geology Board as being "regionally significant."

As shown on the updated California Geological Survey map for western San Diego County (Busch and Miller 2017) and described in the County of San Diego's guidelines for determining the significance of mineral resources (2008), the RJDCF property is classified by the California Geological Survey as MRZ-3, an area containing mineral deposits, the significance of which cannot be evaluated from available data. A wide variety of mineral resources are produced in San Diego County. Within the proximity of the RJDCF property, developed mineral resources are sand and gravel (County of San Diego 2008).

3.12.2 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?

AND

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

No Impact The RJDCF property is classified as MRZ-3, an area containing mineral deposits, the significance of which cannot be evaluated from available data. Although there are developed sand and gravel resources within

the proximity of RJDCF (County of San Diego 2008), RJDCF is a developed correctional facility and the proposed east and west MHCF building site options are within the existing secure perimeter of the RJDCF property. Therefore, development of the proposed MHCF building would not result in the loss of availability of a known mineral resource. No impact would occur related to mineral resources.

3.13 NOISE

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XII. Noise. Would the project result in:				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or in other applicable local, state, or federal standards?				
Short-Term Construction Source Noise	☐	☐	☒	☐
Long-Term Operational Source Stationary Noise	☐	☐	☒	☐
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☒	☐
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☒	☐
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?	☐	☐	☒	☐
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?	☐	☐	☐	☒

3.13.1 ENVIRONMENTAL SETTING

Acoustics is the scientific study that evaluates perception, propagation, absorption, and reflection of sound waves. Sound is a mechanical form of radiant energy, transmitted by a pressure wave through a solid, liquid, or gaseous medium. Sound that is loud, disagreeable, unexpected, or unwanted is generally defined as noise. Noise is typically expressed in decibels (dB), which is a common measurement of sound energy. Definitions of acoustical terms used in this section are provided in Table 3.13-1.

Table 3.13-1 Acoustic Term Definitions

Term	Definition
Noise	Noise is generally defined as sound that is loud, disagreeable, unexpected, or unwanted.
Decibel (dB)	Sound levels are measured using the decibel scale, developed to relate to the range of human hearing. A decibel is logarithmic; it does not follow normal algebraic methods and cannot be directly summed. For example, a 65-dB source of sound, such as a truck, when joined by another 65-dB source results in a sound amplitude of 68 dB, not 130 dB (i.e., doubling the source strength increases the sound pressure by

Table 3.13-1 Acoustic Term Definitions	
Term	**Definition**
	3 dB). A sound level increase of 10 dB corresponds to 10 times the acoustical energy, and an increase of 20 dB equates to a 100-fold increase in acoustical energy.
A-weighted decibel (dBA)	The human ear is not equally sensitive to loudness at all frequencies in the audible spectrum. To better relate overall sound levels and loudness to human perception, frequency-dependent weighting networks were developed, identified as A through E. There is a strong correlation between the way humans perceive sound and A-weighted sound levels. For this reason, the A-weighted sound levels are used to predict community response to noise from the environment, including noise from transportation and stationary sources, and are expressed as A-weighted decibels. All sound levels discussed in this section are A-weighted decibels unless otherwise noted.
Equivalent Noise Level (L_{eq})	The average noise level during a specified time period; that is, the equivalent steady-state noise level in a stated period of time that would contain the same acoustic energy as the time-varying noise level during the same period (i.e., average noise level).
Maximum Noise Level (L_{max})	The highest instantaneous noise level during a specified time period.
Day-Night Noise Level (L_{dn})	The 24-hour L_{eq} with a 10-dB penalty applied during the noise-sensitive hours from 10 p.m. to 7 a.m., which are typically reserved for sleeping.
Community Noise Equivalent Level (CNEL)	Similar to the L_{dn} described above with an additional 5-dB penalty applied during the noise-sensitive hours from 7 p.m. to 10 p.m., which are typically reserved for evening relaxation activities.
Source: Compiled by Ascent Environmental in 2018	

Noise can be generated by many sources, including mobile sources such as automobiles, trucks, and airplanes and stationary sources such as activity at construction sites, machinery, and commercial and industrial operations. As sound travels through the atmosphere from the source to the receiver, noise levels attenuate (i.e., decrease) depending on ground absorption characteristics, atmospheric conditions, and the presence of physical barriers.

Exposure to noise may result in physical damage to the auditory system, which may lead to gradual or traumatic hearing loss. Gradual hearing loss is caused by sustained exposure to moderately high noise levels over a period of time; traumatic hearing loss is caused by sudden exposure to extremely high noise levels over a short period. Non-auditory behavioral effects of noise on humans are primarily subjective effects such as annoyance, nuisance, and dissatisfaction, which lead to interference with activities such as communications, sleep, and learning.

EXISTING NOISE AND VIBRATION ENVIRONMENT

The existing noise environment within the RJDCF property is influenced primarily by transportation noise emanating from vehicular traffic on Otay Mesa Road, which travels east-west approximately 1 mile south of the proposed east option and 1.3 miles south of the proposed west option. Traffic on Alta Road, which travels north-south approximately 0.3 miles east of the east option and 0.5 mile east of the west option, also contributes to the noise environment. Aircraft flyovers emanate from Brown Field Municipal Airport southwest of the RJDCF property and intermittently contribute to the existing noise environment. Existing daily operational activities at the RJDCF property consist of vehicle trips along Donovan State Prison Road, mechanical systems, public address loudspeaker announcements, and firing range activities; these activities influence the noise environment within the immediate vicinity of both proposed MHCF building site options.

An ambient noise survey was conducted in January 2013 for the RJDCF Infill EIR that documented the existing noise environment at various locations that are within the vicinity of both the east and west options. Measurements taken at a site just south of the RJDCF property Administration Offices found a L_{max} of 68.8 dB and L_{eq} of 50.0 dB (CDCR 2013). These sources have not changed since 2013.

EXISTING NOISE- AND VIBRATION-SENSITIVE RECEPTORS

Noise-sensitive land uses are generally considered to include those uses for which noise exposure could result in health-related risks to individuals, as well as uses for which quiet is an essential element of their intended purpose. Residential dwellings are of primary concern because of the potential for increased and prolonged exposure of individuals to both interior and exterior noise levels. A few rural residences are located along Otay Mesa Road, over one-mile south of the RJDCF property. Additional land uses such as parks, historic sites, cemeteries, and recreation areas are also considered sensitive to increases in exterior noise levels. Schools, health care facilities, places of worship, hotels, libraries, and other places where low interior noise levels are essential are also considered noise-sensitive land uses. These uses are not present in the project area.

Institutional uses are present onsite and offsite and are considered noise-sensitive receptors. Inmates are housed approximately 140 feet away from the proposed MHCF building east option, and 70 feet away from the proposed MHCF building west option. Offsite noise-sensitive land uses include the East Mesa Juvenile Detention Facility and the George Bailey County Detention Facility 0.7 mile north of the east option and 0.8 mile north of the west option.

REGULATORY CONSIDERATIONS

Because CDCR, a state agency, is the project proponent, compliance with local land use regulations is not required. However, CDCR considers local noise standards as they relate to the compatibility between the project and various land uses adjacent to the project site. Local noise standards are used as guidelines for what CDCR considers acceptable noise levels in noise-sensitive areas. Local regulations are described below.

COUNTY OF SAN DIEGO GENERAL PLAN

The County of San Diego General Plan Noise Element Policy N-1.1, Noise Compatibility Guidelines, contains guidelines to help determine the acceptability of exterior and interior noise for proposed land uses. For single family residential, 60 dB CNEL is the maximum acceptable exterior noise level and 75 dB CNEL is the maximum conditionally acceptable exterior noise level. Policy N-2.1 requires an acoustical study to identify where development may subject sensitive uses to noise levels equal to or greater than 60 dB CNEL, and requires mitigation. The Noise Element also includes the following relevant policies:

- N-3.1. Groundborne Vibration. Use the Federal Transit Administration and Federal Railroad Administration guidelines, where appropriate, to limit the extent of exposure that sensitive uses may have to groundborne vibration from trains, construction equipment, and other sources.

- N-4.9. Airport Compatibility. Assure the noise compatibility of any development projects that may be affected by noise from public or private airports and helipads during project review by coordinating, as appropriate, with appropriate agencies such as the San Diego County Regional Airport Authority and the Federal Aviation Administration.

- N-6.4. Hours of Construction. Require development to limit the hours of operation as appropriate for non-emergency construction and maintenance, trash collection, and parking lot sweeper activity near noise sensitive land uses.

COUNTY OF SAN DIEGO CODE OF REGULATORY ORDINANCES

In addition, the County has adopted community noise control standards as part of the County's Noise Abatement and Control Ordinance (County Code of Regulatory Ordinances, Title 3, Division 6, Chapter 4) and provides guidance for implementation of the County's noise policies and ordinance in the County's *CEQA Guidelines for Determining Significance for Noise* (County of San Diego 2009). Relevant noise control standards are as follows:

- **Sec. 36.404. General Sound Level Limits**.

  (a) Except as provided in section 36.409 of this chapter, it shall be unlawful for any person to cause or allow the creation of any noise, which exceeds the one-hour average sound level limits in Table 36.404 [reprinted as Table 3.13-3 of this document], when the one-hour average sound level is measured at the property line of the property on which the noise is produced or at any location on a property that is receiving the noise.

Table 3.13-3 Sound Level Limits in Decibels

Zone[1]	Time	One-Hour Average Sound Level Limits (dB)
(1) RS, RD, RR, RMH, A70, A72, S80, S81, S90, S92, RV, and RU with a General Plan Land Use Designation density of less than 10.9 dwelling units per acre.	7 a.m. to 10 p.m.	50
	10 p.m. to 7 a.m.	45
(2) RRO, RC, RM, S86, FB-V5, RV and RU with a General Plan Land Use Designation density of 10.9 or more dwelling units per acre.	7 a.m. to 10 p.m.	55
	10 p.m. to 7 a.m.	50
(3) S94, FB-V4, AL-V2, AL-V1, AL-CD, RM-V5, RM-V4, RM-V3, RM-CD and all commercial zones.	7 a.m. to 10 p.m.	60
	10 p.m. to 7 a.m.	55
(4) FB-V1, FB-V2, RM-V1, RM-V2	7 a.m. to 7 p.m.	60
	7 p.m. to 10 p.m.	55
FB-V1, RM-V2	10 p.m. to 7 a.m.	55
FB-V2, RM-V1	10 p.m. to 7 a.m.	50
FB-V3	7 a.m. to 10 p.m.	70
	10 p.m. to 7 a.m.	65
(5) M50, M52, and M54	Anytime	70
(6) S82, M56, and M58.	Anytime	75
(7) S88 (see subsection (c) below)		

[1] Zoning Designations are defined in the County of San Diego's Zoning Ordinance Summary PDS-444 (County of San Diego 2017). Category 1 designations are generally residential development, agriculture, and open space. Category 2 designations are generally residential-commercial, residential-recreation, and parking. Category 3 and 4 designations are primarily transportation and utility corridors and specific Village Core areas. Category 5 and 6 designations are generally industrial. Category 7 is described in detail in Sec. 36.404.c, below.

(c) S88 zones are Specific Planning Areas which allow different uses. The sound level limits in Table 36.404 above that apply in an S88 zone depend on the use being made of the property. The limits in Table 36.404, subsection (1) apply to property with a residential, agricultural or civic use. The limits in subsection (3) apply to property with a commercial use. The limits in subsection (5) apply to property with an industrial use that would only be allowed in an M50, M52 or M54 zone. The limits in subsection (6) apply to all property with an extractive use or a use that would only be allowed in an M56 or M58 zone.

(d) If the measured ambient noise level exceeds the applicable limit in Table 36.404 [reprinted as Table 3.13-3 of this document], the allowable one-hour average sound level shall be the one-hour average ambient noise level, plus 3 dB. The ambient noise level shall be measured when the alleged noise violation source is not operating.

- **Sec. 36.408. Hours of Operation of Construction Equipment**. Except for emergency work, it shall be unlawful for any person to operate or cause to be operated, construction equipment:

  (a) Between 7 p.m. and 7 a.m.

  (b) On a Sunday or a holiday. For purposes of this section, a holiday means January 1st, the last Monday in May, July 4th, the first Monday in September, the fourth Thursday in November and December 25th. A person may, however, operate construction equipment on a Sunday or holiday between the hours of 10 a.m. and 5 p.m. at the person's residence or for the purpose of constructing a residence for himself or herself, provided that the operation of construction equipment is not carried out for financial consideration or other consideration of any kind and does not violate the limitations in sections 36.409 and 36.410.

- **Sec. 36.409. Sound level limitations on construction equipment**. Except for emergency work, it shall be unlawful for any person to operate construction equipment or cause construction equipment to be operated, that exceeds an average sound level of 75 dB for an eight-hour period, between 7 a.m. and 7 p.m., when measured at the boundary line of the property where the noise source is located or on any occupied property where the noise is being received.

GROUND VIBRATION

Vibration is the periodic oscillation of a medium or object with respect to a given reference point. Sources of vibration include natural phenomena (e.g., earthquakes, volcanic eruptions, sea waves, landslides) and those introduced by human activity (e.g., explosions, machinery, traffic, trains, construction equipment). Vibration sources may be continuous, (e.g., operating factory machinery) or transient in nature (explosions).

CEQA states that the potential for excessive groundborne noise and vibration levels must be analyzed; however, it does not define the term "excessive" vibration. Numerous public and private organizations and governing bodies have provided guidelines to assist in the analysis of groundborne noise and vibration; however, federal and State agencies have yet to establish specific groundborne noise and vibration requirements. Publications of the Federal Transit Administration (FTA) and the California Department of Transportation (Caltrans) are two of the seminal works for the analysis of groundborne noise and vibration relating to transportation and construction-induced vibration. Caltrans guidelines recommend that a standard of 0.2 inch per second (in/sec) peak particle velocity (PPV) not be exceeded for the protection of normal residential buildings, and that 0.08 in/sec PPV not be exceeded for the protection of old or historically significant structures (Caltrans 2013a; Caltrans 2013b:17). With respect to human response within residential uses (i.e., annoyance), FTA recommends a maximum acceptable vibration standard of 80 vibration decibels (VdB) (FTA 2006:7-5–7-8).

AIRPORTS AND PRIVATE AIRSTRIPS

Brown Field Municipal Airport is located approximately 2 miles southwest of the RJDCF property. Although existing aircraft overflights occur at both of the proposed east and west MHCF building site options, neither site is located within the airport's 60 dB CNEL noise contour according to the noise contours in the Brown Field Municipal Airport Land Use Compatibility Plan (San Diego County Airport Land Use Commission 2010). The 60 dB CNEL noise contour is approximately 4,000 feet from the southwestern property line of the existing RJDCF property (CDCR 2013). The nearest private airstrip is the John Nichol's Field Airport located 4 miles northeast of the RJDCF property.

3.13.2 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 in other applicable local, state, or federal standards?

Less-Than-Significant Impact

Short-term Construction Noise

Short-term construction noise levels near the project site would fluctuate depending on the type, number, and duration of usage for the varying equipment. The effects of construction noise largely depend on the type of construction activities being performed; noise levels generated by those activities; distances to noise-sensitive receptors; the relative locations of noise attenuating features such as vegetation and existing structures; and existing ambient noise levels. As described in the Environmental Setting, sensitive receptors include a few rural residences located along Otay Mesa Road, over one-mile south of the RJDCF property.

As stated in Chapter 2, "Project Description," construction of the MHCF building is estimated to begin in fall 2020, with completion targeted for May 2022. Construction activities would occur between the hours of 6:00 a.m. and 3:30 p.m. Monday through Friday, however noise generating activities would generally be limited to between the hours of 7:00 a.m. and 7:00 p.m. in accordance with the County's noise ordinance Section 36.408. Even if construction occurred earlier or later, the project site is sufficiently far from offsite noise sensitive uses that offsite impacts would not be created. Construction activities at the project site could include minor site preparation and grading, utilities installation, paving, and building construction. If the east option is chosen, construction activities would also include the removal of existing structures. These activities would involve the use of heavy-duty construction equipment that would generate noise. Typical noise levels generated by various types of construction equipment likely to be used are identified in Table 3.13-4 below.

Table 3.13-4 Noise Emission Levels from Construction Equipment

Equipment Type	Typical Noise Level (dB) @ 50 feet
Backhoe	78
Compressor (air)	80
Concrete Mixer	85
Crane	85
Dozer	85
Forklift	75
Grader	85
Paver	89
Roller	85
Welder/Torch	73

Notes: Assumes all equipment is fitted with a properly maintained and operational noise control device, per manufacturer specifications. Noise levels listed are manufacturer-specified noise levels for each piece of heavy construction equipment.
Source: FTA 2006

Construction noise was modeled based on the equipment assumptions used in the Air Quality analysis, based on default CalEEMod assumptions. Assuming the simultaneous operation of all pieces of equipment within each construction phase, paving activities would generate the highest noise levels. Based on the reference noise levels listed in Table 3.13-4 and accounting for typical usage factors of individual pieces of equipment, paving activities

could generate a combined hourly average noise level of approximately 87.4 L_{eq} at 50 feet from either the west or east options. Accounting for typical attenuation rates, these noise levels could reach an average continuous noise level as high as 84.4 dB L_{eq} at the nearest onsite inmate housing and 47.4 dB L_{eq} at the nearest offsite residence. Detailed inputs and parameters for the estimated construction noise exposure levels are provided in Appendix C.

Building façades constructed with a wood frame and a stucco or wood sheathing exterior typically provide a minimum exterior-to-interior noise reduction of 25 dB with windows closed, whereas a building constructed of a steel or concrete frame, a curtain wall or masonry exterior wall, and fixed plate-glass windows of ¼-inch thickness typically provides an exterior-to-interior noise reduction of 30–40 dB with windows closed (Paul S. Veneklasen & Associates 1973, cited in Caltrans 2002:7-37). Assuming an average exterior-to-interior noise reduction of 25 dB (with windows closed; prison windows are not operable), interior noise levels would not exceed the County's construction noise standard of 75 dB for onsite or offsite institutional receptors (Sec. 36.409 of the County's Regulatory Ordinances). Therefore, the short-term construction noise associated with the proposed project would not expose onsite or offsite sensitive receptors to substantial, temporary noise levels that exceed the applicable noise standards.

LONG-TERM OPERATIONAL NOISE

As discussed in the Environmental Setting, Section 36.404 of the County noise ordinance sets limits of 50 dB L_{eq} during the daytime (7 a.m. to 10 p.m.) and 45 dB L_{eq} during the nighttime (10 p.m. to 7 a.m.) when measured at the property line on which the noise is produced or at any location on a property that is receiving the noise. The County's standard specifies that if the measured ambient noise level exceeds the applicable sound level limits, the allowable one-hour average sound level shall be the one-hour average ambient noise level, plus 3 dB. Given that ambient noise levels in the project vicinity were measured to be 50 dB L_{eq}, an increase of 3 dB over existing ambient noise levels would exceed the County's noise standards, per Section 36.404.

Long-term operational noise sources include noise from additional vehicular traffic generated by the development of the MHCF building, as well as onsite stationary noise sources. As discussed in Section 3.17, "Transportation/Traffic," the proposed project would conservatively be expected to generate an additional 330 daily trips, and a maximum of 69 trips during typical peak commute hours. According to the transportation assessment prepared by Fehr & Peers in July 2018, the average daily traffic on Alta Road is 5,290 vehicles. A doubling of the energy of a noise source, such as doubling of traffic volume, would increase the noise level by 3 dB. A change in noise levels of less than 3 dB is not typically perceived as a substantial change in noise levels by humans. Given that an additional 330 daily trips and 69 peak hour trips would not constitute a doubling of traffic volume, development of the MHCF building would not cause a substantial change in long-term traffic noise levels.

Existing noise sources at the RJDCF property include several prison buildings and recreation yards, parking lots, a firing range, helistop, and the recent addition of the Level II Infill Correctional Facility in December 2016. New stationary noise sources that would result from development of the project include the expanded PA system, additional HVAC units, an emergency generator, and an improved parking lot. Emergency generators are exempted from the County noise ordinances, as specified in Section 36.417, Exemptions. Support infrastructure for the MHCF building would be handled by the central plant, and would be facilitated through the existing infrastructure. As such, this analysis does not incorporate further discussion or evaluation of noise levels typically associated with the operation of a central utility plant or associated infrastructure support services.

Operation of the PA system is generally intermittent and limited in nature (i.e., less than 1 minute in duration), typically involving announcements, daily instructions, or other communications necessary for the safety of inmates and correctional staff. The inmates and personnel associated with the MHCF are the intended audience for information distributed over the PA system when it is in use, and PA system sound levels will be loud enough to allow clear intelligibility and effective communication. Because inmates and personnel within the

development are considered the intended audience and users of the PA system, onsite receptors within the MHCF are not considered to be "noise sensitive" with respect to this noise source, just as inmates at the existing RJDCF detention facility are not considered "sensitive" with respect to existing PA system noise levels.

The improvement of the existing 95-space parking lot would result in noise from paving equipment and would permanently dedicate the lot to vehicle parking use which would result in sporadic noise from vehicle arrival and departure, limited idling, engine ignition, door closures, and conversations. Based on noise modeling (see Appendix C) and conservatively assuming that 95 automobiles would be entering and leaving per hour, the parking lot could generate noise levels of 52.2 dB L_{eq} at 50 feet. This would not result in the exposure of onsite or offsite receptors to noise levels in excess of the ambient noise measurement plus 3 dB because of the distance from the parking lot to inmate sleeping quarters. Therefore, development of the MHCF building would not result in the generation of noise levels in excess of standards during operation.

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

Less-Than-Significant Impact Development of the proposed MHCF building and associated improvements would not result in the long-term operation of a source of ground vibration (i.e., train or highway). Ground vibration generated by construction equipment spreads through the ground and diminishes in magnitude with increases in distance. Construction-related ground vibration is normally associated with impact equipment such as pile drivers, jackhammers, and the operation of some heavy-duty construction equipment, such as dozers and trucks. The primary source of vibration during construction would be from a large bulldozer. According to the FTA, vibration levels associated with a large bulldozer are 0.089 in/sec PPV and 87 VdB at 25 feet. Based on FTA's recommended procedure for applying a propagation adjustment to these reference levels, vibration levels from large bulldozers could exceed the Caltrans recommended level of 0.2 in/sec PPV with respect to the structural damage within 15 feet of project activities and could exceed FTA's maximum acceptable level of 80 VdB with respect to human response within 43 feet of project activities (see Appendix C). Inmate sleeping quarters are not located within 43-feet of either proposed east or west MHCF building site options, and the nearest residence is over one-mile away from the RJDCF property. Project-generated vibration levels would be imperceptible at this distance. Therefore, impacts related to vibration would be 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 CEQA Guidelines and the County's General Plan provide no definition of what constitutes a substantial noise increase; however, Caltrans provides guidance that can be used to define substantial changes in noise levels that may be caused by a project. The thresholds below generally apply to transportation noise that is usually expressed in terms of average noise exposure during a 24-hour period, such as the L_{dn} or CNEL. Project-generated increases in noise levels that exceed those outlined in the thresholds below and that affect existing noise-sensitive land uses (receptors) are considered substantial; therefore, they would constitute a significant noise impact. Development of the proposed MHCF building would create a significant noise-related impact if it would:

- Increase noise levels by 5 dB or more where the without project noise level is less than 60 dB.
- Increase noise levels by 3 dB or more where the without project noise level is 60 to 65 dB.
- Increase noise levels by 1.5 dB or more where the without project noise level is greater than 65 dB.

As discussed in criterion a), the long-term operational noise associated with additional vehicular traffic and new stationary noise sources would not be anticipated to result in a noticeable increase (i.e., 3 dB or greater) in

average daily ambient noise levels in the project vicinity. Therefore, ambient noise impacts would be 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 See criterion a).

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?

Less-Than-Significant Impact Brown Field Municipal Airport is located approximately 2 miles southwest of the RJDCF property. As discussed above, neither the proposed east nor west MHCF building site options would be within the 60 dB CNEL noise contour. Therefore, development of the MHCF building would not result in the exposure of people residing or working in the project vicinity to excessive airstrip noise levels. Impacts related to excessive noise would be less than significant.

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 Neither of the proposed east or west MHCF building site options is located within the vicinity of a private airstrip. Therefore, development of the proposed MHCF building would not result in the exposure of people residing or working in the project vicinity to excessive airstrip noise levels. No impact related to excessive noise would occur.

3.14 POPULATION AND HOUSING

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XIII. Population and Housing. Would the project:				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☒	☐
b) Displace substantial numbers of existing homes, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

3.14.1 ENVIRONMENTAL SETTING

In 2010, San Diego County had a population of approximately 3.1 million people with 1.16 million housing units in an area of 4,206 square miles (U.S. Census Bureau 2013). RJDCF includes 1,580 staff positions with 175 of those positions currently vacant (CDCR 2018). Based on the analysis conducted in 2013 for the RJDCF Infill EIR, approximately 92 percent of RJDCF employees and their families reside in communities of San Diego County. The cities with the highest percentages of RJDCF employees and their families are San Diego (32 percent) and Chula Vista (31 percent).

Data on housing availability and vacancy rates (combined for total owner-occupied and renter-occupied housing units) for the San Diego-Carlsbad metropolitan statistical area between 2015 to 2018 show there is under a one-percent vacancy rate for homeowners, and under five-percent (4.8) vacancy for rentals in the region (U.S. Census Bureau 2018a).

3.14.2 DISCUSSION

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

Less-Than-Significant Impact Development of the proposed MHCF building would result in an increased capacity of 50 beds, and would require additional correctional officers, mental health and medical staff, administrative staff, and other support staff. The proposed project would add approximately 165 staff. To provide a conservative analysis of potential project-related population growth, this analysis assesses the population impact if all 165 new employees and their families were to migrate into the region from outlying areas, even though some or most are likely to already reside within the region. Using a statewide average household size of 2.87 (U.S. Census Bureau 2018b), implementation of the project at RJDCF could result in a population increase of 474 people.

If this population increase occurs, it is anticipated that these 474 people would be distributed in a pattern similar to the existing regional RJDCF employee distribution pattern. The overwhelming majority (92 percent) of

employees would be anticipated to reside in San Diego County, and the remainder (8 percent) would be anticipated to reside in other outlying counties. As indicated in above, San Diego and Chula Vista would be expected to receive the largest portion of any project- related population increase (approximately 152 [32 percent] and 147 [31 percent] of the 474 people, respectively). The remaining employees and their families would be distributed throughout other adjacent and outlying communities. The maximum project-generated population increase of 474 people would be indistinguishable from other projected growth in a region with over 3 million residents and is planned for in regional growth plans in each of these communities (e.g., general plans, community plans). For example, project-related population growth in San Diego County of 474 people would represent 0.013 percent of the County's projected 2025 population of 3,521,600 people (California Department of Finance 2018). This level of growth, by itself, would not be sufficient to substantively stimulate any new development, the construction of which could result in significant environmental impacts. Therefore, impacts related to the development of the MHCF building and use would result in less-than-significant impacts related to population increase.

b) Displace substantial numbers of existing homes, necessitating the construction of replacement housing elsewhere?

No Impact Development of the proposed MHCF building would not result in the removal of any existing housing. The east and west site options for the proposed MHCF building are located within the existing secure perimeter of RJDCF and would not displace any existing homes. Therefore, no impact would occur.

c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

No Impact The east and west site options for the proposed MHCF building are located within the existing secure perimeter of RJDCF and would not displace any residents. Therefore, no impact would occur.

3.15 PUBLIC SERVICES

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XIV. Public Services. Would the project:				
a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:				
Fire protection?	☐	☐	☒	☐
Police protection?	☐	☐	☐	☒
Schools?	☐	☐	☒	☐
Parks?	☐	☐	☒	☐
Other public facilities?	☐	☐	☒	☐

3.15.1 ENVIRONMENTAL SETTING

FIRE PROTECTION

The existing RJDCF property and east and west location options for the proposed MHCF building are located in an area designated by the San Diego County Multi-Jurisdiction Hazard Mitigation Plan as having a very high risk of wildland fires. Defensible space is maintained by periodic mowing to control vegetation and reduce fire risk. RJDCF has a small on-site fire department, referred to as RJDCF Fire Station 26. RJDCF Fire Station 26 is managed by CDCR and provides 24-hour fire response services to the facility. The station resources include two fire engines, one correctional fire chief, four correction fire captains, and eight inmate fire fighters (Witt, pers. comm., 2018).

RJDCF Fire Station 26 staff receives approximately 15–25 emergency calls per year from the RJDCF, primarily for life rescue assistance rather than fire suppression (CPHCRC 2008). While the RJDCF property is located in the San Diego Rural Fire Protection District territory, RJDCF Fire Station 26 staff is not a mutual responder except in unusual circumstances. The closest San Diego County Fire Authority station to the proposed MHCF sites is Otay Mesa Station 38, located on Alta Road near the George F. Baily Detention Facility, located approximately two miles from the RJDCF property. Response time from Station 38 to the site is typically under approximately 10 minutes (CPHCRC 2008, San Diego County Fire Authority 2018).

In the event of a major firefighting effort, at least six City of San Diego, County of San Diego, and City of Chula Vista fire stations are within proximity to RJDCF. In addition to Otay Mesa Station 38, described above, these nearby facilities include:

- City of San Diego Fire Station 43, located on the corner of La Media Road and Otay Mesa Road, consists of one engine, one crash apparatus, and one brush apparatus; response time to RJDCF from Station 43 is anticipated to be 5–10 minutes (City of San Diego Fire-Rescue Department 2018).

- City of San Diego Fire Station 6 is located on Palm Avenue and consists of one engine. Response time from this station to the RJDCF property is approximately 8-10 minutes (City of San Diego Fire-Rescue Department 2018).
- City of San Diego Fire Station 29 is located on San Ysidro Boulevard and consists of one engine, one truck company, one brush apparatus, and one paramedic unit and medic rescue rig (City of San Diego Fire-Rescue Department 2018).
- City of Chula Vista Fire Station 6 is located at Mount Miguel Road and consists of one brush apparatus and one paramedic ambulance company (Chula Vista FD 2018).
- City of Chula Vista Fire Station 7 is located on Santa Venetia Street and consists of one truck company and one fire engine (Chula Vista FD 2018).

Development of the proposed MHCF building would result in an additional 50 beds for the temporary housing of inmates in mental health crisis. The proposed project would not result in the need for additional fire protection services staff or facilities. It should be noted that the proposed project would also be served in the future by a currently planned fire station located with the East Otay Mesa Business Park Specific Plan. This fire station would be located at the future intersection of Enrico Fermi Drive and Lonestar Road, approximately two miles from the RJDCF property. This station would be operated by the County of San Diego Fire Authority.

EMERGENCY SERVICES

Emergency medical support services at the RJDCF property are handled onsite by the existing RJDCF Fire Station 26 staff. Some life support services have been handled through contracted life-flight landings at the on-site helipad, which transport critical-needs patients to one of a few local emergency health care facilities. Private ambulance services also assist in first response and patient transportation. In addition to RJDCF Fire Station 26, an off-site facility jointly operated by the San Diego County Fire Authority and the California Department of Forestry and Fire Protection, referred to as Otay Mesa Fire Station 38, provides services to RJDCF for all 911 medical emergency calls. Otay Mesa Fire Station 38 is located on Alta Road north of Donovan State Prison Road (CPHCRC 2008, San Diego County Fire Authority 2018). Development of the MHCF building would result in an additional 50 beds for the temporary housing of inmates in crisis. The proposed project would not result in the need for additional emergency services staff or facilities.

POLICE/SHERIFF SERVICES

The existing RJDCF is staffed by CDCR with correctional officers who manage security at the facility. The RJDCF supports 1,580 authorized positions, excluding health and dental professionals, on rotating shifts (CDCR 2018, CPHCRC 2008). CDCR handles most law enforcement needs at its facilities, and the existing RJDCF rarely requires assistance from the San Diego County Sheriff's Department. The sheriff's department provides generalized patrol and investigative services in unincorporated San Diego County, while the California Highway Patrol has primary jurisdiction for traffic services in unincorporated areas (San Diego County Sheriff's Department 2015). When needed, police services may also be provided by the San Diego Police Department. In the case of emergencies, RJDCF staff and the adjacent San Diego County Sheriff's Department's George F. Bailey Detention Facility staff provide mutual aid to each other at either respective facility. The MHCF building would result in the addition of 50 beds to house inmates in temporary crisis and would require 165 dedicated staff, some of which would include additional correctional officers. The additional correctional officers would be staffed within the MHCF building and would not require additional facilities.

SCHOOLS

The RJDCF property is located in unincorporated San Diego County. Several school districts serve this general area: Sweetwater Union High School District (Sweetwater District), Chula Vista Elementary School District (Chula Vista ESD), San Ysidro School District, and San Diego Unified School District.

The Sweetwater District serves more than 42,000 students grades 7 through 12 and more than 32,000 adult learners. The district has 32 campuses located throughout southern San Diego County (SUHSD 2016). The Sweetwater District is the primary middle- and high-school districts for students graduating from Chula Vista ESD and San Ysidro School District.

The Chula Vista ESD serves approximately 100 square miles between San Diego and the United States/Mexico International Border. The district's 46 schools, including 5 dependent charter schools, provide educational services for approximately 29,600 students grades K through 6th (CVESD 2018).

The San Ysidro School District is a preschool–grade 8 district with 16 preschool classes, a childcare center, six elementary schools, and one middle (grades 7–8) school. The district serves more than 5,230 students in the San Ysidro and Otay Mesa communities (SYSD 2018). Many middle school students and all high school–aged children move to SUHSD upon graduating from San Ysidro School District.

San Diego Unified School District serves more than 130,000 students in preschool through grade 12 in the district's various educational facilities, which include 117 traditional elementary schools, nine K–8 schools, 24 traditional middle schools, 22 high schools, 49 charter schools, and 13 atypical/alternative schools. The district boundaries stretch from Mira Mesa in the north to the Paradise Hills area west of the RJDCF property (SDUSD 2018).

The existing RJDCF property is a correctional facility and its operation does not result in new students. Development of the MHCF building would result in a temporary housing facility for inmates in crisis. This would not result in new students; however, a small population increase could occur as a result of new employment opportunities at the MHCF. CDCR anticipates that new employees that choose to live in western San Diego County are likely to live in a wide variety of communities and neighborhoods.

3.15.2 DISCUSSION

a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:

FIRE PROTECTION/EMERGENCY SERVICES?

Less-Than-Significant Impact The development of the proposed MHCF building would result in an increase in the number of employees at the state prison site by as many as 165 staff. The additional employee population would not generate a substantial number of new residents in the vicinity such that a drain on existing regional fire resources would occurs since as described in Section 3.14, "Population and Housing," the additional staff and associated families represent a very small increase in overall growth which would be indiscernible when viewed within the context of growth projections for the County of San Diego, City of San Diego, and City of Chula Vista.

RJDCF Fire Station 26 currently provides on-site fire protection to the RJDCF property and has capacity to increase service. The proposed MHCF building would also be served by this fire station. The proposed MHCF building would be designed consistent with California fire regulations and the development of a single new building at the RJDCF property would not create a substantial demand for new fire facilities or new fire service. Therefore, implementation of the project related to fire protection would be less than significant.

POLICE PROTECTION?

No Impact The proposed MHCF building would result in the addition of 50 beds to house inmates in crisis. It would be part of the existing RJDCF property, which is a correctional facility that employs on-site correctional officers who are employed to manage inmates and visitors. The proposed MHCF would include the employment of new corrections staff who would be dedicated to the protection of inmates and staff at the MHCF building. Furthermore, CDCR would continue mutual aid agreements with the San Diego County Sheriff's Office and San Diego Police Department for additional support when needed. Therefore, development of the proposed MHCF would have no impact on police protection services.

SCHOOLS?

Less-Than-Significant Impact Any potential impact related to the provision of school services is related to an increase in community population as a result of new employment opportunities at the proposed MHCF. These new employees would likely be dispersed throughout San Diego County, similar to the distribution of existing RJDCF employees and their families. A concentrated increase in school-aged children in any single school or district is not anticipated as a result of the employment opportunities presented by the development of the proposed MHCF. Increases in population resulting from new positions would be accommodated in the existing planned housing within the surrounding communities, and new housing development would be required to pay school impact fees (California Government Code Section 65996). The project's impact on local school facilities would be less than significant.

OTHER PUBLIC FACILITIES?

Less-Than-Significant Impact Any potential impact related to other public facilities is related to an increase in community population as a result of new employment opportunities at the proposed MHCF. As described previously, new employees would reside primarily in San Diego County and would be distributed among several cities and unincorporated communities in the county. Any increase in the demand for other public facilities that may result from the hiring of new employees would be minimal and dispersed such that they would not be expected to cause substantial deterioration of any one facility or require the construction new facilities. The proposed project's impact on other public facilities would be less than significant.

3.16 RECREATION

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XV. Recreation. Would the project:				
a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facilities would occur or be accelerated?	☐	☐	☒	☐
b) Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?	☐	☐	☐	☒

3.16.1 ENVIRONMENTAL SETTING

Recreational use of the land in the vicinity of the RJDCF property generally consists of dispersed, low- impact activities such as hiking. The only park in the area is Otay Valley Regional Park, which is an extensive parkway located north and east of the infill site. Otay Valley Regional Park was established by the City of San Diego, the County of San Diego, and the City of Chula Vista in 1990 and is operated through a joint powers agreement. The planning area includes nearly 9,000 acres of land, extending approximately 13 miles through the Otay Valley along the Otay River from the San Diego Bay National Wildlife Refuge to Upper and Lower Otay Lakes. The park consists of a trail system through open space/preserve, complemented by isolated recreation areas (County of San Diego Department of Parks 2019a).

Otay Lakes County Park is a 78-acre park located on the southern shore of Lower Otay Lake, approximately 1.75 miles north of the RJDCF property in Otay Valley Regional Park. The park has one group site available for reservation that can accommodate up to 100 people and four additional sites for walk-in visitors. The park includes a playground, horseshoe courts, hiking trails, lawn area, and a native plant/demonstration garden and is a popular location for bird watching (County of San Diego Department of Parks 2019b).

The Otay Mountain Truck Trail runs between Alta Road and Otay Lakes Road, bordering the southern and eastern edges of the Otay County Open Space Preserve west of the RJDCF property.

3.16.2 DISCUSSION

a) 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 As described in Section 3.14, "Population, and Housing," the overwhelming majority (92 percent) of new staff would be anticipated to reside in San Diego County, and the remainder (8 percent) would be anticipated to reside in other outlying counties. The anticipated number of new staff required for the proposed MHCF would be approximately 165, and the estimated population increase, based on average household size would be 474 people.

If this population increase occurs, it is anticipated that these 474 people would be distributed in a pattern similar to the existing regional RJDCF employee distribution pattern. The overwhelming majority (92 percent) of employees would be anticipated to reside in San Diego County, and the remainder (8 percent) would be anticipated to reside in other outlying counties. As indicated in above, San Diego and Chula Vista would be expected to receive the largest portion of any project-related population increase.

An increase in the use of recreational facilities that may result from the hiring of new employees would be minimal and dispersed over the region such that they would not be expected to cause substantial deterioration of any one complex or require the construction of new facilities. Therefore, less-than-significant impacts would occur related to recreational resources.

b) Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?

No Impact As discussed above in criterion a), the development of the MHCF would not result in a direct impact upon recreational facilities because the proposed project would include private yards for use by the inmates assigned to the proposed MHCF and they would not have access to public recreation space.

The project could result in increased employment opportunities and the addition of approximately 474 people, which may result in an increase in the use of or demand for recreational facilities. However, the typical dispersed pattern of population growth would not be expected to cause substantial deterioration of any one recreational complex or require the construction of new facilities. Therefore, no impact would occur related to recreational resources.

3.17 TRANSPORTATION/TRAFFIC

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XVI. Transportation/Traffic. Would the project:				
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	☐	☐	☒	☐
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?	☐	☐	☒	☐
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?	☐	☐	☐	☒
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☐	☒
e) Result in inadequate emergency access?	☐	☐	☐	☒
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	☐	☐	☐	☒

3.17.1 ENVIRONMENTAL SETTING

The following discussion is based on the transportation assessment prepared for the proposed project (Fehr & Peers 2018) and included in Appendix D.

EXISTING ROADWAY NETWORK

Access to the RJDCF property, including the proposed east and west MHCF site options and parking lot, is provided by existing local and regional roadways. Primary regional access to the study area is provided by State Route (SR) 125, SR 905, and SR 11. Local access to the RJDCF property is provided by Enrico Fermi Drive, Otay Mesa Road, Alta Road, and Donovan State Prison Road. These roadways are described below and illustrated in Figure 3-5.

Source: Ascent Environmental 2018

Exhibit 3-5 **Roadways**

SR 125 is a north-south freeway that extends between an intersection with SR 52 in Santee and an intersection with SR 905/SR 11 in Otay Mesa. SR 125 is a divided tollway south of the intersection with SR 54 in Spring Valley, and has four-lanes in the project vicinity. Access from SR 125 and the RJDCF property is provided via the intersection with Otay Mesa Road and northbound interchange with SR 11.

SR 905 is an east-west freeway that extends between the U.S./Mexico International Border in Otay Mesa to an intersection with Interstate 5 in the Otay Mesa-Nestor/San Ysidro Community in San Diego. SR 905 has six-lanes in the project vicinity and provides access to the RJDCF property via the interchange with SR 11 and an intersection at Siempre Viva Road.

SR 11 is a newly constructed east-west freeway that extends west from Enrico Fermi Drive to an interchange with SR 125/SR 905 where it transitions to SR 905. SR 11 is a four-lane tollway that provides access to the RJDCF property with the intersection at Enrico Fermi Drive. SR 11 is proposed to extend east from its current terminus at Enrico Fermi Drive to the proposed Otay Mesa East Port of Entry.

Enrico Fermi Drive is a north-south roadway that extends between Otay Mesa Drive and Via De La Amistad. Enrico Fermi Drive is constructed as a two-lane, undivided roadway north of Airway Road and a four-lane roadway between Airway Road and Via De La Amistad.

Otay Mesa Road is an east-west, prime arterial roadway that connects the cities of Chula Vista and San Diego in the west to the unincorporated community of Otay to the east. Otay Mesa Road has four to six lanes in the project vicinity and a posted speed limit of 55 miles per hour (mph).

Alta Road is a north-south, major roadway that extends from George F. Baily Detention Center to the north of the RJDCF property and south to Otay Mesa Road. Alta Road is currently constructed as a two- to three-lane, undivided roadway with a posted speed limit of 55 mph. Improvements to widen the intersection with Otay Mesa Road to 4 lanes (2 in each direction with room for a left turn pocket) and signalize the intersection are anticipated to occur in 2019.

Donovan State Prison Road provides the primary access into the RJDCF property, and is an east-west, two-lane roadway. Less than 1,000 feet from the intersection with Alta Road, Donovan State Prison Road is a restricted access roadway that terminates at the RJDCF gated entrance.

EXISTING TRANSIT FACILITIES

The San Diego Metropolitan Transit System operates three bus routes in Otay Mesa that could potentially serve the MHCF project. These routes have stops approximately two miles from the RJDCF property, which is beyond the typical walking distance for most commenters, and therefore development of the MHCF is not expected to generate any new transit trips. Bus Route 905 provides service between the Iris Transit Center in downtown San Diego and Otay Mesa. Bus Route 909 provides service between the U.S./Mexico International Border in Otay Mesa and Southwestern College in Otay Mesa. Bus Route 950 is an express route that provides service between Iris Transit Center and Otay Mesa. The nearest bus stops providing access to these bus routes are located at Siempre Viva Road/Paseo De Las Americas and Via De La Amistad/Roll Drive.

EXISTING BICYCLE AND PEDESTRIAN FACILITIES

Bicycle facilities in the project area include Class II (on-road bicycle lane and freeway shoulder bicycle access) and Class III (shared right-of-way [sharrows] bicycle and vehicle lanes). Class II bicycle lanes exist on Paseo De La Fuente and Otay Mesa between Alta Road and SR 125. Additionally, bicycles are allowed along the freeway shoulder on SR 125. Class III bicycle facilities exist along Otay Mesa west of SR 125.

Pedestrian facilities include sidewalks and crosswalks at nearby signalized intersections. Sidewalks do not exist along Donovan State Prison Road. Sidewalks exist along both sides of Alta Road in the project vicinity. Signalized crosswalks exist in the project area at the Alta Road/Paseo De La Fuente intersection.

ANALYSIS METHODOLOGY

A transportation assessment memorandum was prepared by Fehr & Peers in July and revised in October 2018 to evaluate the effects of developing the proposed MHCF building. Potential impacts were evaluated in consultation with the County of San Diego and CDCR. The traffic study analyzed the traffic impacts on two study intersections in the project vicinity, as well as vehicle queueing and signal warrant analysis at the Alta Road and Donovan State Prison Road intersection.

TRAFFIC VOLUMES AND LEVELS OF SERVICE

Daily volumes on Alta Road were collected by Fehr & Peers in May 2018. Based on these counts, the existing average daily traffic on Alta Road is 5,290 vehicles.

Intersection turning movement counts were collected in May 2018 during the morning (7:00 a.m. to 9:00 a.m.) and afternoon (4:00 p.m. to 6:00 p.m.) peak periods. These counts were used to analyze the existing roadway conditions. The intersection LOS was evaluated for existing and existing plus project conditions using Synchro software which utilizes the *Highway Capacity Manual* 2010 methodology. The results of the intersection LOS analysis under existing conditions show that the two study intersections currently operate at an acceptable LOS C or better during both peak-hours (see Table 3.17-1).

Table 3.17-1 Intersection LOS and Vehicle Delay

Study Intersection		Control	Peak Hour	Existing Conditions		Existing Plus Project Conditions		
				Delay [1]	LOS	Delay [1]	LOS	Increase in Delay
1	Enrico Fermi Dr/Otay Mesa Rd	Signal	a.m.	25.3	C	31.8	C	6.5
			p.m.	13.4	B	13.7	B	0.3
2	Alta Rd/Donovan State Prison Rd	SSSC[2]	a.m.	10.3	B	10.9	B	0.6
			p.m.	10.7	B	11.3	B	0.6

Notes:
1. Delay represented as the average delay in seconds per vehicle
2. SSSC = Side-Street Stop Control
Source: Fehr & Peers 2018

Existing plus project conditions were analyzed by adding the project generated peak-hour traffic to the existing volumes. New daily trips generated by the proposed MHCF were calculated by assuming a rate of two daily trips per employee (one inbound and one outbound). Therefore the 165 employees at the MHCF would generate 330 daily trips. Employees would arrive and depart the project site during the shift-changes, as described by CDCR. The facility shifts would include:

- 6:00 a.m. to 2:00 p.m. – 39 employees
- 8:00 a.m. to 5:00 p.m. – 67 employees
- 2:00 p.m.to 10:00 p.m. – 37 employees
- 10:00 p.m.to 6:00 a.m. – 22 employees

Based on the shift times provided, the proposed project would generate morning and afternoon peak hour trips associated with the 8:00 a.m. to 5:00 p.m. shift. This analysis conservatively assumes that the proposed project would generate 69 inbound trips during the morning peak hour and 69 outbound trips during the afternoon peak hour. The intersection LOS under existing plus project conditions shows that the two study intersections would continue to operate at acceptable levels of service.

Since the proposed project would not generate greater than 1,000 average daily trips or greater than 100 peak hour trips a detailed transportation impact analysis is not required.

VEHICLE MILES TRAVELED

The total daily VMT for the project were estimated using SANDAG's SB 743 Concept Map, which provides estimated VMT per capita or VMT per employee at the census tract level for the entire County of San Diego. VMT per employee in the project area is 27.99 miles, therefore the proposed project would generate an estimated 4,674 vehicle-miles traveled per day.

UNSIGNALIZED INTERSECTION OPERATIONS

The RJDCF Infill EIR identified a significant impact at the unsignalized intersection of Alta Road and Otay Mesa Road. To mitigate this significant impact, CDCR paid its fair share to fund the signalization and improvement of the intersection. This improvement includes the addition of a westbound and northbound leg, the widening of the southbound Alta Road leg to include an exclusive right-turn lane, and the widening of the eastbound Otay Mesa Road leg to include a left-turn lane. With this mitigation, the intersection will operate at an acceptable LOS B during both peak hours. CDCR anticipates that the County of San Diego will complete this improvement before the occupancy of the proposed MCHF. The number of new trips added to this intersection related to the MCHF would be relatively minimal compared to the total intersection volumes and trips related to the Infill facility. Additionally, the proposed project would add trips only to movements at this intersection for which the mitigation is provided (southbound right-turns and westbound left-turns). Therefore, the mitigation provided would also mitigate any potential impacts associated with the proposed MCHF.

A signal warrant analysis and sight distance survey were conducted for the unsignalized intersection at Alta Road and Donovan State Prison Road, as illustrated in Exhibit 3-6. Four-hour volumes (Signal Warrant 2) and peak-hour volumes (Signal Warrant 3) were analyzed to determine if the intersection warranted signalization. Based on the results of the analysis, neither warrant would be met based on the existing volumes.

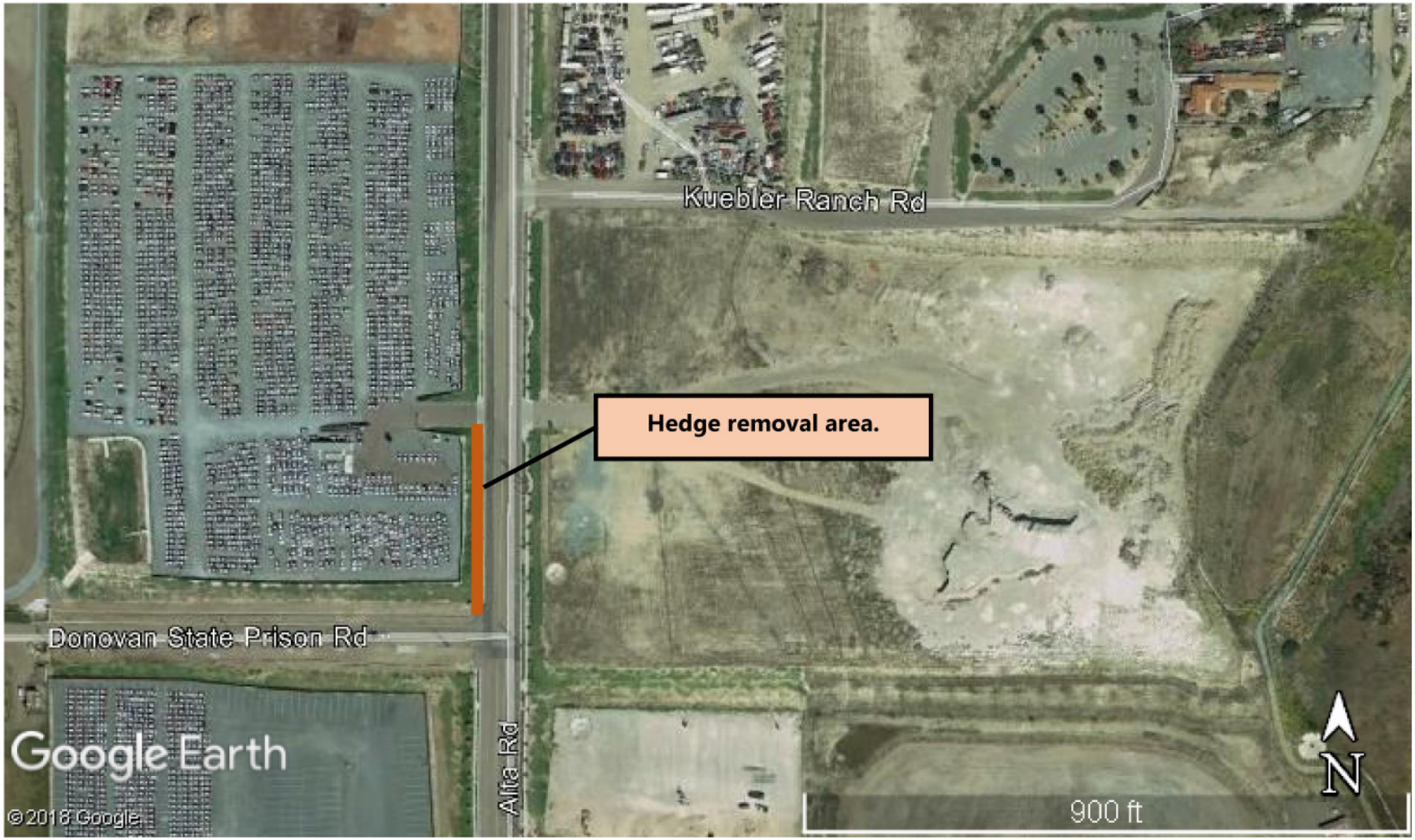
The sight distance survey revealed that a landscaped buffer on the west side of Alta Road includes a 2-foot tall hedge that restricts sight distance for drivers on eastbound Donovan State Prison Road. The existing sight distance was found to be approximately 300 feet, which meets the County's standards for intersection safety. However, CDCR may consider modification of this hedge for approximately 250 linear feet north of the prison entrance. This modification is estimated to provide at least 610 feet of additional sight distance for eastbound vehicles, which would meet American Association of State Highway and Transportation Officials (AASHTO) requirements for a roadway with a speed limit of 55 miles per hour (AASHTO 2011), as illustrated in Exhibit 3-7. If CDCR determines this modification is appropriate it would contact the County of San Diego to seek an Encroachment Permit to remove the recommended portion of the hedge. However, removal of any portion of this hedge is a recommendation only, and is not required as part of the mitigation of this project.

Source: Data provided by Fehr & Peers 2018

Exhibit 3-6

Traffic Study Intersection

Approximate Extents of Hedge Removal: The orange box indicates the recommended extents to remove the hedge that is located in the San Diego County right-of-way, between the sidewalk and Alta Road. It is approximately 250 feet of hedge. Based on Fehr & Peers conversations with County staff, the appropriate procedure for removing the hedge is to get a permit from the County.



Source: Image provided by Fehr & Peers Transportation Consultants in 2018

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Exhibit 3-7 Hedge Removal Extent

SAN DIEGO COUNTY ACTIVE TRANSPORTATION PLAN

San Diego County released its Draft Active Transportation Plan (Draft ATP) in June 2018. The Draft ATP update is intended to support efforts to promote active transportation options through pedestrian and bicycle improvements in the unincorporated county. The Draft ATP includes updates to the existing Bicycle Transportation Plan and Pedestrian Area Plans in single, combined document. The Draft ATP identifies goals, objectives, and actions related to: improving safety to reduce auto collisions with cyclists and pedestrians; increasing accessibility and connectivity with an active transportation network; and improving public health by encourage walking and biking.

The RJDCF property is located within a 2-mile radius of the map-designated East Otay Mesa Village Center. The Draft ATP identifies numerous proposed bikeways within the East Otay Mesa Specific Plan Area (of which the RJDCF property is a part) that would improve bicycle and pedestrian conditions in the RJDCF vicinity. These proposed facilities include Class IV bikeways (e.g., separated bikeways or cycle tracks) along Enrico Fermi Drive, Alta Road (south of Otay Mesa Road), and Otay Mesa Road, as well as along the proposed Lonestar Road and Siempre Viva Road extensions. The Draft ATP also includes proposed Class I bike paths along the proposed SR 11 extension project connecting to the East Otay Mesa Port of Entry.

Alta Road north of Otay Mesa Road has been recently widened and improved with new pedestrian infrastructure. However, bicycle facilities were not included and are not designated within the Draft ATP, and are not proposed with the development of the MHCF building.

CONSTRUCTION IMPACTS

The construction activities and operation of the proposed MHCF at either of the east or west location options would cause a significant impact if intersection LOS would be temporarily degraded from an acceptable LOS (LOS D or better) to an unacceptable LOS (LOS E or F) because of the presence of construction traffic. Generally, construction materials would be delivered and stored onsite in a secure staging area within the existing secure perimeter of the RJDCF property. In addition to material deliveries, construction trips could include peak hour occurrences which would be based on a variety of unknown factors, including shift schedules, origins and destinations of equipment, and fill dirt, etc. However, based on air quality modeling, the maximum one-way anticipated construction trips associated with the development of the MHCF project would be 16, which is not greater than the number of operational peak hour trips associated with MHCF employees.

3.17.2 DISCUSSION

a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?

Less-Than-Significant Impact Development of the proposed MHCF building would result in the employment of an estimated 165 employees and would generate approximately 330 daily trips based on assumed rates of two daily trips per employee. The proposed project would conservatively generate 69 inbound trips during the morning peak hour (7:00 a.m. to 9:00 a.m.) and 69 outbound trips during the afternoon peak hour (4:00 p.m. to 6:00 p.m.).

The project TIA included the analysis of two study intersections. Based on the County of San Diego LOS standards, intersections operating at LOS D or better are considered to operate at an acceptable level while intersections operating at LOS E or F are considered to operate at an unacceptable level. Both study intersections would continue to operate at acceptable levels of service with the addition of project traffic during the morning and afternoon peak hours (see Table 3.17-1). CDCR has funded its fair share of the intersection improvements at the Alta Road/Otay Mesa Road intersection. These improvements will mitigate impacts related to the previous Infill Facility, and would be adequate to meet any future demand at the intersection created by the proposed MCHF facility. Therefore, the proposed project would have a less-than-significant impact on intersection levels of service.

Given the project's more industrial location and lack of existing transit, bicycle, and pedestrian infrastructure providing access to the site, it is unlikely that employees or visitors would ride transit, bike, or walk to the facility. Therefore, the proposed project would generate negligible increases in pedestrian, bicycle, and transit demand. Therefore, it would have a less-than-significant impact on alternative modes of transportation.

Project construction would result in short-term traffic increase on local traffic in the project area. Based on modeling conducted for air quality emissions, it is anticipated that at the peak of construction, the proposed project would generate a maximum of 16 daily one-way trips which would not be greater than the estimated number of trips generated by the operational project. Since the construction and operation phases would occur separately, the proposed project would not create any impacts at the study intersections during the construction phase.

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 All study intersections analyzed would continue operating at acceptable levels under Caltrans and San Diego County standards. A full traffic impact analysis was not required for this project as it would result in a relatively small increase in traffic (per the County standards to perform a full traffic impact analysis). The project's impacts on County roadways or highways would be less than significant.

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 development of the proposed MHCF 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 development of the proposed MHCF would not modify the existing RJDCF property access point via Donovan State Prison Road from Alta Road, or the surrounding roadway network. The Alta Road/Donovan State Prison Road intersection does not include any sharp curves, and includes a northbound left-turn pocket. The implementation of the proposed MHCF would not result in hazardous design features and therefore would have no impact.

The project's traffic study revealed that the existing sight distance at the Alta Road and Donovan State Prison Road intersection would be improved by removing approximately 250 linear feet of the existing hedge that is located along the western curb of Alta Road in the County's right-of-way. Currently, the two-foot tall hedge reduces the sight distance to approximately 300 feet for eastbound vehicles on Donovan State Prison Road.

AASHTO guidelines state that the sight distance for this movement, along a roadway with a posted speed limit of 55 mph, should be at least 610 feet. If CDCR determines this modification is appropriate it would contact the County of San Diego to seek an Encroachment Permit to remove the recommended portion of the hedge. However, removal of any portion of this hedge is a recommendation only, and is not required as part of the mitigation of this project.

e) Result in inadequate emergency access?

No Impact Emergency vehicle access to the proposed MHCF would be provided via the main RJDCF gated entry point on Donovan State Prison Road. This access point can accommodate large emergency vehicles and provides an adequate turning radius for such vehicles. No modifications to the width or alignment of Donovan State Prison Road would occur with the development of the proposed MHCF. In addition, the project is well served by the existing internal roadways that are designed to accommodate emergency vehicles in accordance with the California Fire Code requirements. Therefore, the proposed project would not result in inadequate emergency access and would have no impact.

f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?

No Impact Development of the proposed MHCF is expected to generate negligible increases in pedestrian, bicycle, and bus demand. These negligible increases would not require increased service, facilities, or support, nor would they require alteration to existing adopted policies, plans, or programs supporting alternative transportation.

3.18 TRIBAL CULTURAL RESOURCES

	ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XVII.	**Tribal Cultural Resources. Would the project:**				
a)	Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, or cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American Tribe, and that is:				
	Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or	☐	☒	☐	☐
	A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of the Public Resources Code Section 15024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☐	☒	☐	☐

3.18.1 ENVIRONMENTAL SETTING

AB 52, signed by Governor Edmund G. Brown, Jr., in September 2014, established a new class of resources under CEQA: "tribal cultural resources" (TCRs). AB 52, as provided in Public Resource Code Sections 21080.3.1, 21080.3.2, and 21082.3, requires that lead agencies undertaking CEQA review must, upon written request of a California Native American Tribe, begin consultation once the lead agency determines that the application for the project is complete, before the issuance of a Notice of Preparation of an EIR or notice of intent to adopt a negative declaration or mitigated negative declaration. AB 52 applies to those projects for which a lead agency had issued a Notice of Preparation of an EIR or notice of intent to adopt a negative declaration or mitigated negative declaration on or after July 1, 2015.

The Native American Heritage Commission (NAHC) was contacted regarding sacred sites in the area and they indicated there were no sacred sites listed for the area, but provided a list of Tribes to be contacted. All Tribes on the list were sent a letter describing the project as well as a map of the location. On August 3 2018, CDCR sent letters to the following Tribes: Pauma Band of Luiseno Indians, the Los Coyotes Band of Cahuilla and Cupeno Indians, Manzanita Band of Kumeyaay Nation, Agua Caliente Band of Cahuilla Indians, Palla Band of Mission Indians, Campo Band of Diegueno Mission Indians, San Pasqual Band of Diegueno Mission Indians, Kumeyaay Cultural Repatriation Committee, Kwaaymii Laguna Band of Mission Indians, Pechanga Band of Luiseno Indians, Sycuan Band of the Kumeyaay Nation, Rincon Band of Luiseno Indians, Soboba Band of Luiseno Indians, Inaja-Cosmit Band of Indians, Mesa Grande Band of Diegueno Mission Indians, La Posta Band of Diegueno Mission Indians, lipay Nation of Santa Ysabel, Ewiiaappaayp Band of Kumeyaay Indians, Jamul Indian

Village, La Jolla Band of Luiseno Indians, Jauneno Band of Mission Indians Acjachamen Nation, Barona Band of Mission Indians, San Luis Rey Band of Mission Indians, and the Viejas Band of Kumeyaay Indians.

Responses were received from three Tribes. The Agua Caliente Band of Cahuilla Indians stated that the project location was outside their area, so they would not require consultation. The Pauma Band of Luiseno Indians replied that the project location was outside of their area but would be sending a general interest letter to CDCR to request continuing notifications about projects in the area. Finally, the Viejas Band of Kumeyaay Indians replied to ask for the presence of a cultural monitor during grading activities in a letter request dated August 10, 2018. CDCR responded to the Viejas Band of Kumeyaay Indians written request through a telephone conversation dated November 1, 2018, which formally initiated consultation. Subsequent emails sent on November 2, 2018 and November 15, 2018 and a phone message and voice mail on November 30, 2018 from CDCR to the Tribe were returned via email from the Tribe on December 6th, 2018. Upon discussions, CDCR has agreed to provide a cultural monitor during ground disturbing activities associated with the project.

3.18.2 DISCUSSION

a) Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, or cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American Tribe, and that is:

Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or

A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of the Public Resources Code Section 15024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

Less Than Significant with Mitigation Incorporated In compliance with AB 52, CDCR sent letters to 25 Native American Tribes; three responses were received, from the Agua Caliente Band of Cahuilla Indians, Pauma Band of Luiseno Indians, and Viejas Band of Kumeyaay Indians. As described above, CDCR consulted with the designated Viejas Band of Kumeyaay Indians and has agreed to the presence of a cultural monitor during ground disturbing activities associated with the proposed project.

The project site is located within the lands historically occupied by the Kumeyaay tribes (see Section 3.5-1, "Environmental Setting," under Section 3.5, "Cultural Resources," above). However, the site is not known to have any special use and no archaeological or prehistoric remains have been identified on the proposed project site. Subsequent to the Viejas Band of Kumeyaay Indians request, CDCR has agreed to the mitigation described below which would protect any unknown resources that may be discovered during project implementation. Therefore, the proposed project would have a less-than-significant impact on TCRs as defined in Public Resource Code Section 21074.

Mitigation Measure

TCR-1a CDCR shall retain and compensate for the services of a Tribal monitor/consultant who is both approved by the Viejas Band of Kumeyaay Tribal Government and is listed under the NAHC's Tribal Contact

list for the area in which the proposed project is located. CDCR shall contact the Tribal representatives a minimum of seven days prior to beginning earthwork or other ground disturbing activities; construction activities will proceed if no response is received 48 hours prior to ground disturbing activities. The Tribal monitor shall only be present onsite during the construction phases that involve new ground disturbing activities for construction of the MHCF, including but not limited to boring, excavation, drilling, and trenching, within the MHCF site. If an area is disturbed by project construction, new work in that area that does not involved deeper excavations will not require additional monitoring. Monitoring of the improvements to the parking lot is not required because the level of soil disturbance would be less than one foot. The Tribal monitor shall complete daily monitoring logs that describe each day's activities, including construction activities, locations, soil, and any cultural materials identified. The onsite monitoring shall end when the MHCF site grading and excavation activities are completed, or when the Tribal representatives and monitor have indicated that the site has a low potential for impacting tribal cultural resources.

TCR-1b Upon discovery of any archaeological material, construction activities shall cease in the immediate vicinity of the find until the area can be professionally analyzed. All archaeological material unearthed during construction activities associated with the proposed project shall be evaluated by the qualified archaeologist and tribal monitor approved by the Viejas Band of Kumeyaay. If the resources are Native American in origin, the Viejas Band of Kumeyaay shall coordinate with CDCR regarding treatment and curation of these resources. Typically, the Tribe will request reburial or preservation for educational purposes.

3.19 UTILITIES AND SERVICE SYSTEMS

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XIX. Utilities and Service Systems. Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☒	☐
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?	☐	☐	☒	☐
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?	☐	☐	☒	☐
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	☐	☐	☒	☐
e) Result in a determination by the wastewater treatment provider that 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?	☐	☐	☒	☐
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	☒	☐
g) Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☐	☐	☒

3.19.1 ENVIRONMENTAL SETTING

WATER

Total population at the CDCR complex has declined from over 4,600 inmates in 2010 to approximately 3,900 in 2018 (Steadman 2018). CDCR assumes an average daily water demand factor of 150 gallons per inmate per day (gpid) based on the facility design, which would include water conservation devices. (Note that although this factor is based on the number of inmates, it encompasses potable-water demand for the entire facility, such as landscaping and staff demands). Existing average annual water demand for RJDCF is approximately 107 gpid based upon actual water consumption reported by CDCR over the April 2018 through June 2018 period (Steadman 2018), but was as high as 132 gpid.

The Otay Water District (OWD) is the water supplier to the RJDCF property. OWD receives its water supply from local sources within its district and the San Diego County Water Authority, who receives its supply from a mix of local sources and imports from the Metropolitan Water District of Southern California. OWD prepared an urban water management plan (UWMP) in 2015 that demonstrates the demand forecast and full implementation plan for water supply, including alternatives and emergencies, within OWD's jurisdiction for the years 2020 through

2040 as required by State law. The UWMP indicates that there is an excess water supply based upon the projected allocation of supplies and projected demand (OWD 2016).

WASTEWATER

Collected wastewater flows from the RJDCF property are, and would continue to be, transported to the Point Loma Wastewater Treatment Plant for treatment and disposal. The agreement between the City of San Diego Public Utility District's metropolitan wastewater sewerage system and CDCR allows for RJDCF to contribute 0.826 million gallons per day (mgd) of average daily flow, with a maximum instantaneous flow of 1.5 mgd.

STORMWATER DRAINAGE FACILITIES

As described in Section 3.10, "Hydrology and Water Quality," the RJDCF property has two distinct drainage systems, along with two other smaller discharges (one to the north and one to the south). One underground drainage system collects water in the northern portions of RJDCF and discharges into a channel that drains into the unnamed canyon between Johnson Canyon and O'Neal Canyon. The outfall for this system appears to be approximately 75 feet northwest of the northwesterly perimeter road on the RJDCF property, discharging into an open channel that runs approximately 1, 250 feet toward the western property boundary.

A second drainage system collects water from the southern portion of RJDCF property and discharges into a detention basin near the staff parking lot for the central administration building; the detention basin then releases flows into Johnson Canyon. A third drainage collects water in the eastern half of the existing RJDCF property and routes it northward to an outfall into O'Neal Canyon.

A fourth drainage collects water from the underground lands southeast of the site in a concrete lined temporary conveyance gutter, which runs along the length of Donovan State Prison Road. This drainage crosses under the road through a culvert located approximately 500-feet east of the RJDCF property entrance and then discharges into Johnson Canyon to the south (CDCR 1995).

Additional drainage facilities located on- and offsite include site sloping, energy dissipaters, curbs, gutters, brow ditches on the steep slopes surrounding the RJDCF property, and drainage culverts at road crossings.

SOLID WASTE

The primary landfill site serving the RJDCF property is the Otay Landfill in Chula Vista, approximately five miles west of the RJDCF property. San Diego County owns and operates the Otay Landfill, which is one of five primary solid waste disposal facilities in the County. Otay Landfill is 464 acres in size, with a permitted disposal area of 230 acres. The landfill is classified as a Class III municipal solid waste landfill facility and is permitted to accept general residential, commercial, and industrial refuse for disposal, including municipal solid waste, construction and removal debris, green materials, agricultural debris, and other nonhazardous designated debris (CalRecycle 2013).

The Otay Landfill is permitted to accept a maximum of 5,830 tons per day of solid waste. The landfill has a permitted capacity of approximately 62 million cubic yards and a remaining capacity of 33 million cubic yards. The closure date of the Otay Landfill is anticipated to be approximately 2021 (CalRecycle 2013).

CDCR utilizes a solid waste generation factor of 3.6 pounds per inmate per day (CDCR 1995). RJDCF also operates a mandatory waste diversion, recycling, and salvage program, including composting which target primarily metal, cardboard, white paper, and food waste which reduces the waste delivered to local landfills by as much as 75 percent in compliance with AB 1826, and in accordance with AB 341's statewide diversion goal of 75 percent by 2020, thereby reducing the level of GHGs associated with solid waste.

3.19.2 DISCUSSION

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

Less-Than-Significant Impact The proposed MHCF would add 50 beds dedicated to inmates in crisis, dedicated mental health care treatment space, clinical support space, and office space to support the existing mental health care program at RJDCF and improve an existing parking lot. The proposed project would support RJDCF's existing operation as an institution providing health care services and rehabilitative programs to Level I, II, III, and IV inmates and those with severe mental illness. Operation of the proposed project would result in the housing of up to 50 additional inmates, though some of the inmates may come from the existing population already housed at RJDCF. The proposed project would add approximately 165 full-time employees.

As described in the RJDCF Infill EIR, water conservation devices were installed in the RJDCF correctional facility in 2008, and wastewater flows are currently below the sewer capacity rights, with a maximum existing flow of approximately 0.580 mgd (highest monthly flow from January 2010 through March 2012). Development of the Level II Infill correctional facility resulted in approximately 792 additional inmates at the RJDCF property, and an additional wastewater flow of 0.013 mgd (approximately 16 gallons/day/inmate). These flows would remain within the agreed-upon treatment flow levels (totaling 0.786 mgd for a complex). The addition of a 50-bed MHCF would increase wastewater flows by approximately 820 gpd or 0.13 percent. This would not significantly increase wastewater flows and would not exceed agreed-upon treatment flow levels. Therefore, the development of the proposed MHCF at the RJDCF property would not require the expansion or development of new wastewater treatment facilities.

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 The development of the proposed MHCF building would include water conservation features such as low flow faucets, restricted-flush toilets, and minimal landscaping. As described above under criterion a), the development of the MHCF building would result in a very minor increase in water demand and wastewater flows and would not result in the need for any new facilities. Additionally, total inmate population has decreased by approximately 1,100 individuals; therefore, capacity is available to serve the 50 bed MHCF. No expansion or other modifications to the existing wastewater treatment system would result. The proposed project would result in less-than-significant impacts.

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 The proposed MHCF building would be approximately 61,000 gsf along with minor additional coverage for exercise yards. An additional approximately 20,000 square feet of impervious surface would result from the improvements to the existing parking lot (95 spaces multiplied by 9-foot x 18-foot parking space plus drive aisle). The MHCF will be constructed such that the required drainage infrastructure ties into the existing RJDCF infrastructure. All tie-ins would occur onsite and within the existing secure perimeter of the RJDCF property. No offsite connections are required and existing RJDCF drainage infrastructure is large enough to accommodate the additional impervious surfaces which total approximately 1.5 acres including the proposed MHCF building and parking lot improvements.

Construction of the proposed project would alter approximately 1.5 acres of land, introducing changes in the absorption rate, drainage patterns, and rate and amount of surface water runoff. However, development of the proposed MHCF would result in connections to existing storm water infrastructure with adequate capacity to accommodate the minor increase in flow from the project. Therefore, the proposed project would result in a less-than-significant impact.

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 Given the 150 GPID demand factor, water demands for the proposed 50-bed MHCF, assuming all 50 spaces were occupied by new inmates, would be 7,500 gpid or 8 acre-feet per year. However, the current inmate population of the existing prison is significantly fewer than previous operational levels. Additionally, the water conservation features implemented by CDCR have resulted in additional reductions in water demand. Therefore, the total average demand for water is approximately 107 gpid which is about 28.6 percent less than previous demand. Based upon the district's UWMP prepared in 2016, there is an excess of water supply available to serve the project. Therefore, impacts would be less than significant.

e) Result in a determination by the wastewater treatment provider that 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 As described above under criterion d), the development of the MHCF building would result in only a minor increase in wastewater treatment flows, which would stay within the agreed-upon limits based upon the reduced total population of inmates at the RJDCF property. Therefore, the impacts related to wastewater treatment capacity 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 Currently, with a population of approximately 3,900 inmates, there is an estimated 14,040 pounds (3.6 pounds multiplied by 3,900 inmates) of waste generated daily or the equivalent of 2,562 tons annually. The MHCF would generate an additional 180 pounds of waste per day (3.6 pounds multiplied by 50 inmate-patients) or 32.8 tons annually. Since the Otay Landfill is permitted to receive 5,830 tons per day, RJDCF would contribute approximately 0.001 percent of the daily landfill intake. The proposed MHCF would be included in the existing recycling program that would result in the weekly diversion of recyclable waste from the waste stream, reducing the amount of waste that would be sent to a local landfill. Recycled waste includes cardboard, recycled paper, and co-mingled recyclables such as plastic, tin, aluminum, and glass. RJDCF also diverts compostable food waste which further reduces the amount of waste generated by the facility.

An additional 50 inmates and 165 staff would result in only a minor increase in solid waste disposal needs. The Otay Landfill is projected to have sufficient capacity to accept the increased solid waste, and the proposed project would not consume a substantial amount of the available capacity of the landfill or result in the need to expand or construct new landfill facilities. Additionally, the RJDCF property currently implements mandatory waste diversion and recycling practices at existing facilities, and would do the same at the proposed MHCF. Therefore, this impact would be less than significant.

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

No Impact CDCR would comply with all applicable federal, state, and local statutes and regulations related to solid waste. The proposed MHCF building would participate in the RJDCF waste diversion and recycling program that would result in the weekly diversion of recyclable waste from the waste stream, reducing the amount of project waste that would need to be sent to a local landfill.

3.20 MANDATORY FINDINGS OF SIGNIFICANCE

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XX. Mandatory Findings of Significance.				
a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of an endangered, rare, or threatened species, or eliminate important examples of the major periods of California history or prehistory?	☐	☒	☐	☐
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.)	☐	☐	☒	☐
c) Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☒	☐

Authority: Public Resources Code Sections 21083, 21083.5.
Reference: Government Code Sections 65088.4.
Public Resources Code Sections 21080, 21083.5, 21095; *Eureka Citizens for Responsible Govt. v. City of Eureka* (2007) 147 Cal.App.4th 357; *Protect the Historic Amador Waterways v. Amador Water Agency* (2004) 116 Cal.App.4th at 1109; *San Franciscans Upholding the Downtown Plan v. City and County of San Francisco* (2002) 102 Cal.App.4th 656.

3.20.1 DISCUSSION

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

Less Than Significant Impact with Mitigation Incorporated As evaluated in this MND/IS, development of the proposed MHCF building would not substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of an endangered, rare, or threatened species. As described above in Section 3.9, "Biological Resources," there are no special status species or plants, wetlands, or riparian areas that would be affected as a result of the development of the proposed MHCF building, recreation yards, or parking lot improvement. Although subsurface construction activities associated with the project, such as trenching and grading, could potentially damage or destroy

previously undiscovered archaeological paleontological, or tribal cultural resources, Mitigation Measures CUL-1 through CUL-4, TCR-1a, and TCR-1b would require the performance of professionally accepted and legally compliant procedures for the discovery and protection of resources which are important examples of the major periods of California history or prehistory. These mitigation measures would reduce the impact to a less-than-significant level.

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 Impact As described above in Section 3.3, "Air Quality" and Section 3.8, "Greenhouse Gas Emissions," the project has been evaluated for direct and cumulative impacts. Air quality and greenhouse gas emissions are resource areas that are typically considered to result from cumulative contributions from projects and activities resulting from the effects of past projects, current projects, and probable current projects. As described in the impact analyses for these topics above, development of the project which is the subject of this MND/IS, would be well below all of the thresholds of significance, and would therefore not contribute considerably to any regional impacts.

c) Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?

Less-Than-Significant Impact As discussed in the analysis above, the proposed project would not have environmental effects that would cause substantial adverse direct or indirect effects on human beings. A less-than-significant impact would occur.

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MANDATORY FINDINGS OF SIGNIFICANCE

There were no references used in this section.

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6 MITIGATION MONITORING AND REPORTING PROGRAM

INTRODUCTION

CEQA and the State CEQA Guidelines (Public Resources Code Section 21081.6 and State CEQA Guidelines Sections 15091[d] and 15097) require public agencies "to adopt a reporting and monitoring program for changes to the project which it has adopted or made a condition of project approval to mitigate or avoid significant effects on the environment." A Mitigation Monitoring and Reporting Program (MMRP) is required for the proposed project because the MND/IS identifies potential significant adverse impacts related to the project implementation, and mitigation measure have been identified to reduce those impacts. Adoption of the MMRP would occur along with approval of the proposed MHCF at RJDCF.

PURPOSE OF MITIGATION MONITORING AND REPORTING PROGRAM

This MMRP has been prepared to ensure that all required mitigation measures are implemented and completed in a satisfactory manner prior to implementation of the proposed project. The attached table has been prepared to assist the responsible parties in implementing the mitigation measures. The table identifies the impact, mitigation measures (as amended through the Final MND/IS), monitoring responsibility, mitigation timing, and provides space to confirm implementation of the mitigation measures. The numbering of mitigation measures follows the numbering sequence found in the MND/IS.

ROLES AND RESPONSIBILITIES

Unless otherwise specified herein, CDCR is responsible for taking all actions necessary to implement the mitigation measures under its jurisdiction according to the specifications provided for each measure and for demonstrating that the action has been successfully completed.

Inquiries should be directed to:

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CDCR is responsible for overall administration of the MMRP and for verifying that all staff members have completed the necessary actions for each measure.

REPORTING

CDCR shall document and describing the compliance of the activity with the required mitigation measures either within the attached table or a separate monitoring documentation as part of processing applications under the proposed ordinance.

MITIGATION MONITORING AND REPORTING PROGRAM TABLE

The categories identified in the attached MMRP table are described below.

- Impact – This column provides the verbatim text of the identified impact.
- Mitigation Measure – This column provides the verbatim text of the adopted mitigation measure
- Implementation Responsibility – This column identifies the party responsible for implementing the mitigation measure.
- Timing – This column identifies the time frame in which the mitigation will be implemented.
- Verification – This column is to be dated and signed by the person (either project manager or his/her designee) responsible for verifying compliance with the requirements of the mitigation measure.

Mitigation Monitoring and Reporting Program

Mitigation Measures	Implementation Responsibility	Timing	Verification
Cultural and Tribal Cultural Resources			
CUL-1. If a potentially significant cultural resource is encountered during subsurface earthwork activities for the project, all construction activities within a 75-foot radius of the find shall cease until a qualified archaeologist 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 forms and evaluated for significance in terms of CEQA criteria by a qualified archaeologist in consultation with CDCR. 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.	CDCR	During construction	CDCR Facility Planning, Construction and Management
CUL–2. CDCR will retain a qualified paleontologist to alert all construction personnel involved with earthmoving activities, including the site superintendent, about the possibility of encountering fossils. The appearance and types of fossils likely to be seen during construction will be described. Construction personnel will be trained about the proper notification procedures should fossils be encountered.	CDCR	Prior to and during construction	CDCR Facility Planning, Construction and Management
CUL–3. If paleontological resources are discovered during earthmoving activities, the construction crew will be directed to immediately cease work in the vicinity of the find and notify the CDCR Project Director. CDCR will retain a qualified paleontologist that will be readily available for quick identification and salvage of fossils so that construction delays can be minimized. If large specimens are discovered, the paleontologist will have the authority to halt or divert grading and construction equipment while the finds are removed. The paleontologist will be responsible for implementing all tasks required by the County of San Diego (2009), as summarized below. ◢ In the event of discovery, salvage of unearthed fossil remains, typically involving simple excavation of the exposed specimen but possibly also plaster-jacketing of large and/or fragile specimens, or more elaborate quarry excavations of richly fossiliferous deposits.	CDCR	Prior to and during construction	CDCR Facility Planning, Construction and Management

Mitigation Monitoring and Reporting Program

Mitigation Measures	Implementation Responsibility	Timing	Verification
◢ Recovery of stratigraphic and geologic data to provide a context for the recovered fossil remains, typically including description of lithologies of fossil-bearing strata, measurement and description of the overall stratigraphic section, and photographic documentation of the geologic setting. ◢ Laboratory preparation (cleaning and repair) of collected fossil remains to a point of curation, generally involving removal of enclosing rock material, stabilization of fragile specimens (using glues and other hardeners), and repair of broken specimens. ◢ Cataloging and identification of prepared fossil remains, typically involving scientific identification of specimens, inventory of specimens, assignment of catalog numbers, and entry of data into an inventory database. ◢ Transferal, for storage, of cataloged fossil remains to an appropriate repository. ◢ Preparation of a final report summarizing the field and laboratory methods used, the stratigraphic units inspected, the types of fossils recovered, and the significance of the curated collection.			
CUL-4. If human remains are encountered during earth-disturbing activities for the project, all work in the adjacent area shall stop immediately and the San Diego 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).	CDCR and San Diego County	During construction	CDCR Facility Planning, Construction and Management
Tribal Cultural Resources			
TCR-1a. CDCR shall retain and compensate for the services of a Tribal monitor/consultant who is both approved by the Viejas Band of Kumeyaay Tribal Government and is listed under the NAHC's Tribal Contact list for the area in which the proposed project is located. CDCR shall contact the Tribal representatives a minimum of seven days prior to beginning earthwork or other ground disturbing activities; construction activities will proceed if no response is received 48 hours	CDCR	Prior to and during construction	CDCR Facility Planning, Construction and Management

Mitigation Monitoring and Reporting Program

Mitigation Measures	Implementation Responsibility	Timing	Verification
prior to ground disturbing activities. The Tribal monitor shall only be present onsite during the construction phases that involve new ground disturbing activities for construction of the MHCF, including but not limited to boring, excavation, drilling, and trenching, within the MHCF site. If an area is disturbed by project construction, new work in that area that does not involved deeper excavations will not require additional monitoring. Monitoring of the improvements to the parking lot is not required because the level of soil disturbance would be less than one foot. The Tribal monitor shall complete daily monitoring logs that describe each day's activities, including construction activities, locations, soil, and any cultural materials identified. The onsite monitoring shall end when the MHCF site grading and excavation activities are completed, or when the Tribal representatives and monitor have indicated that the site has a low potential for impacting tribal cultural resources.			
TCR-1b. Upon discovery of any archaeological material, construction activities shall cease in the immediate vicinity of the find until the area can be professionally analyzed. All archaeological material unearthed during construction activities associated with the proposed project shall be evaluated by the qualified archaeologist and tribal monitor approved by the Viejas Band of Kumeyaay. If the resources are Native American in origin, the Viejas Band of Kumeyaay shall coordinate with CDCR regarding treatment and curation of these resources. Typically, the Tribe will request reburial or preservation for educational purposes.	CDCR	During construction	CDCR Facility Planning, Construction and Management

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