

VALLEY SANITARY DISTRICT

Sewer Main Rehabilitation and Replacement Project

Prepared for:

**Valley Sanitary District
45500 Van Buren Street
Indio, CA 92201**

Prepared by:



June 2021

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- Appendix A - Project List – available upon request
- Appendix B - Air Emission Files – available upon request
- Appendix C - Habitat Assessment
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- Appendix E - Greenhouse Gas Emission Files – available upon request

INITIAL STUDY

1. Project title:

Valley Sanitary District Sewer Main Rehabilitation and Replacement Project

2. Lead agency name and address:

Valley Sanitary District
45500 Van Buren Street
Indio, CA 92201

3. Contact person and phone number:

Ron Buchwald, PE
Engineering Services Manager
Valley Sanitary District
(760) 238-5400

4. Project location:

The projects are located within the service boundaries of Valley Sanitary District and within existing public right of way (ROW) or sewer main easement. Valley Sanitary District (VSD) currently provides wastewater conveyance and treatment services for approximately 82,000 residents as well as commercial and industrial generators within the City of Indio, California as well as the City of Coachella, portions of the City of La Quinta and areas within unincorporated Riverside County. VSD's Sewer Main Rehabilitation and Replacement Project would replace aging infrastructure and improve service capacity within the existing VSD system. Most projects are within the City of Indio. Some projects are within the City of Coachella and County of Riverside. The project location map is provided as Figure 1. The projects are shown in greater detail in Figures 2-5.

5. Project sponsor's name and address:

Valley Sanitary District
45500 Van Buren Street
Indio, CA 92201

6. General Plan designation:

Street corridors are not designated in the General Plan. VSD Wastewater Reclamation Facility is designated Public.

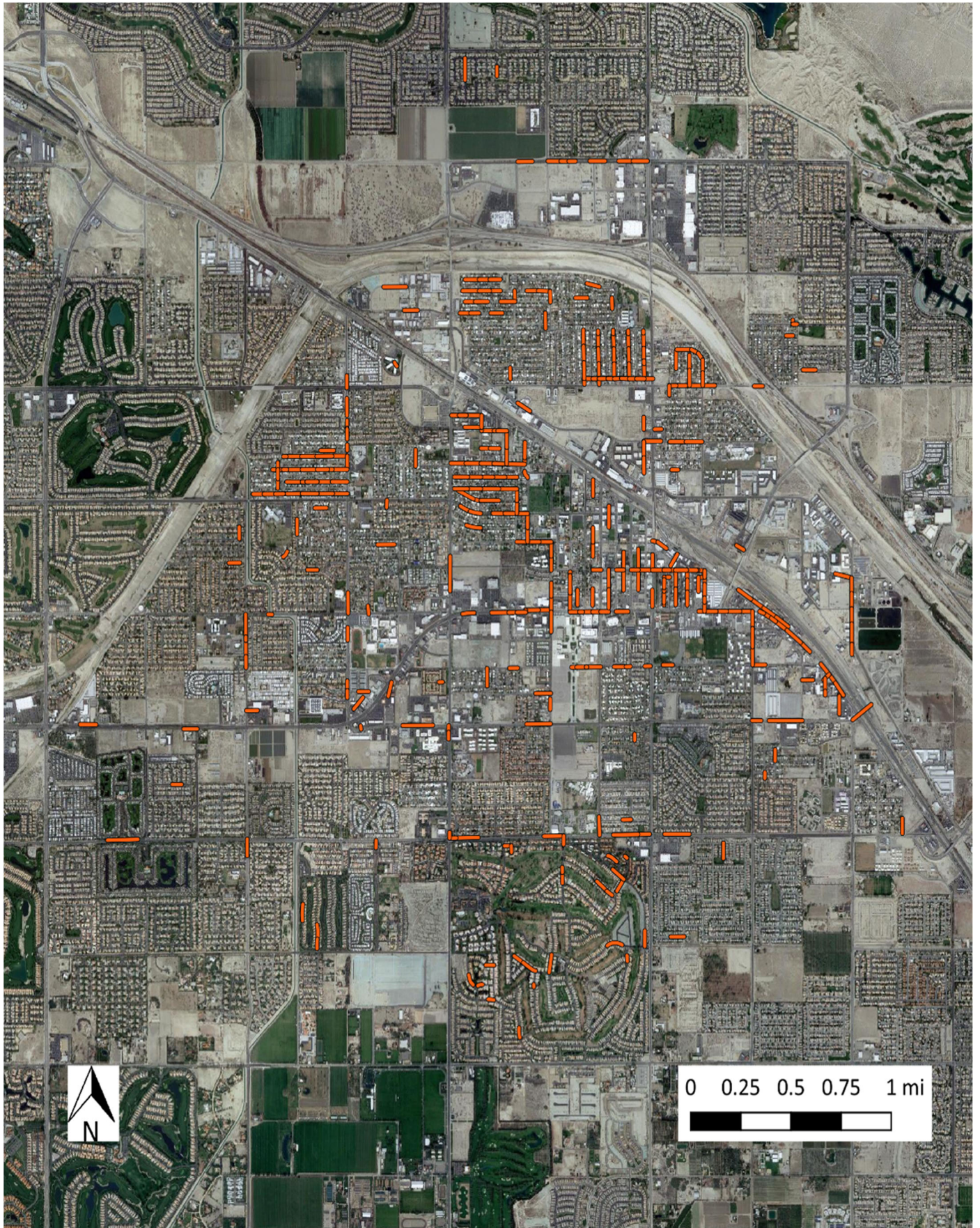


Figure 1—Project Area Map

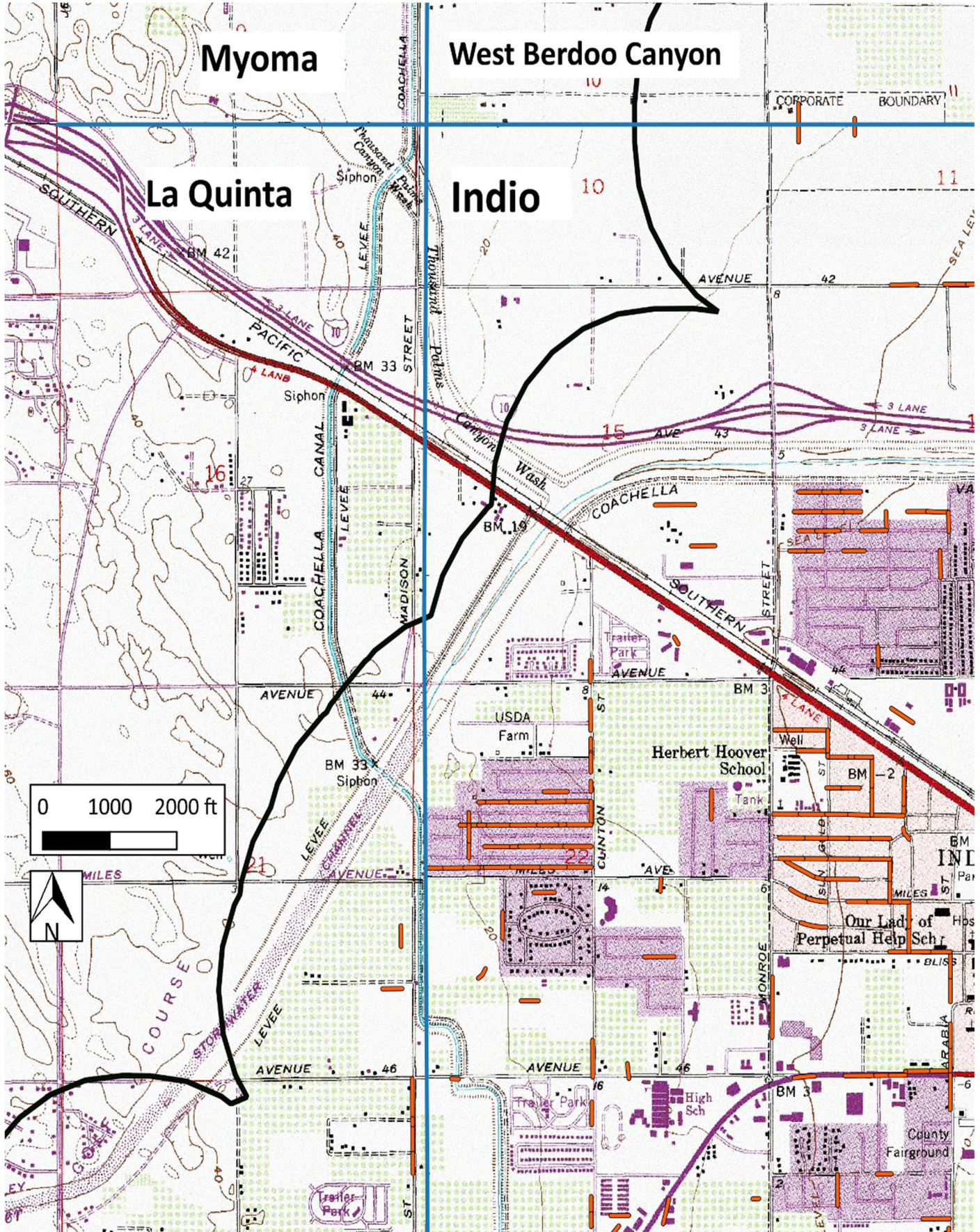


Figure 2—Project Location Map - NW Quadrant

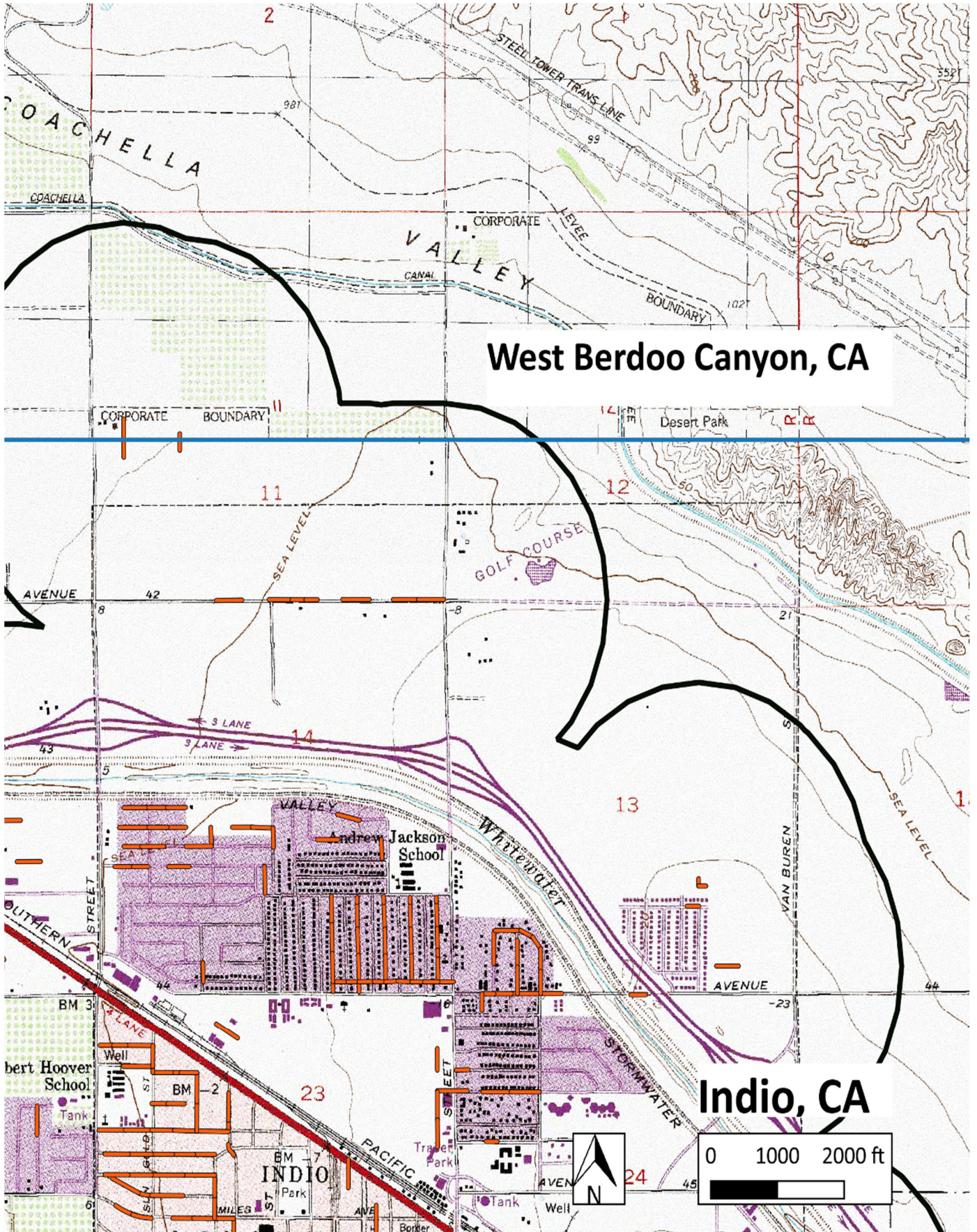


Figure 3 —Project Location Map - NE Quadrant

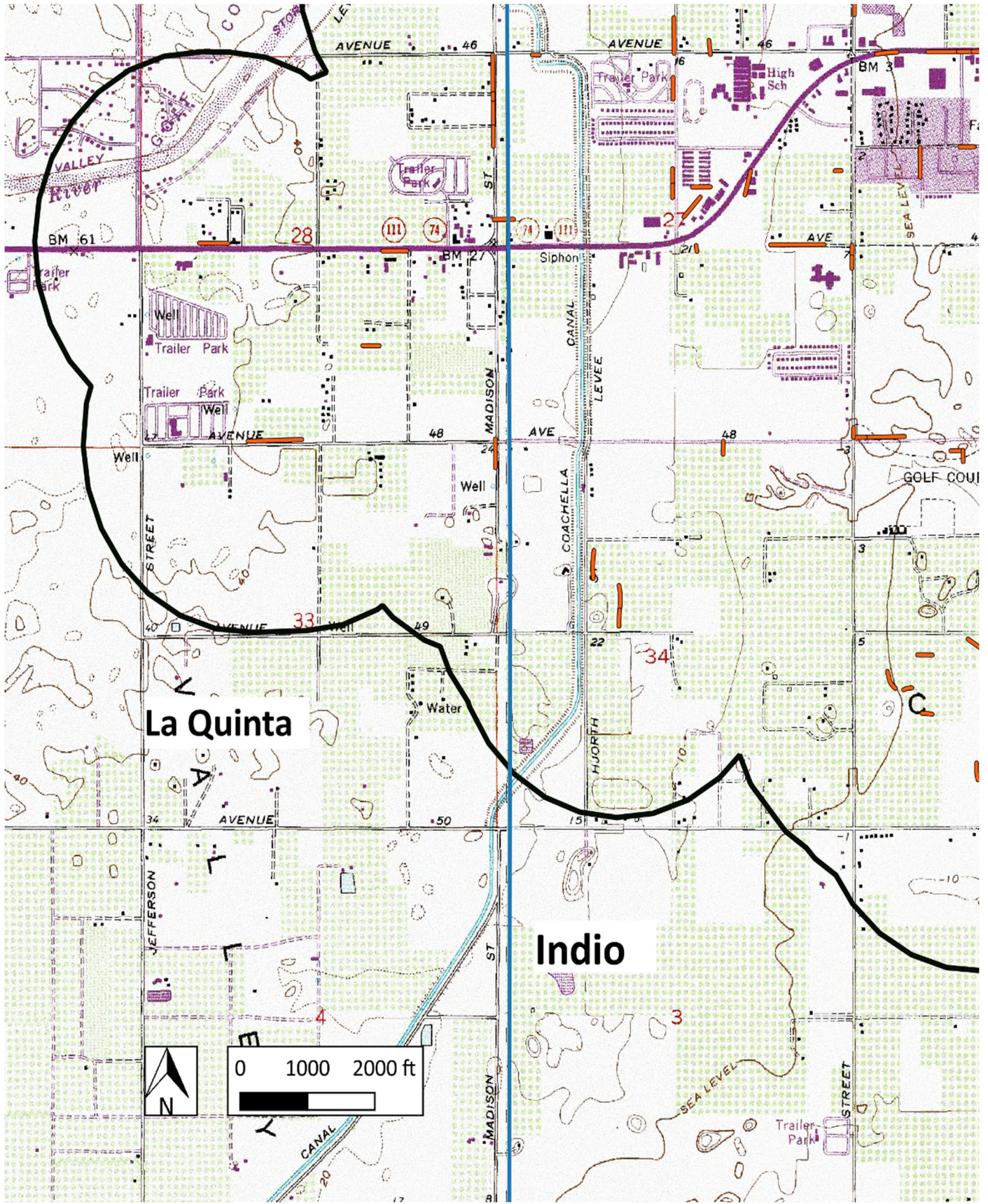


Figure 4 — Project Location Map - SW Quadrant

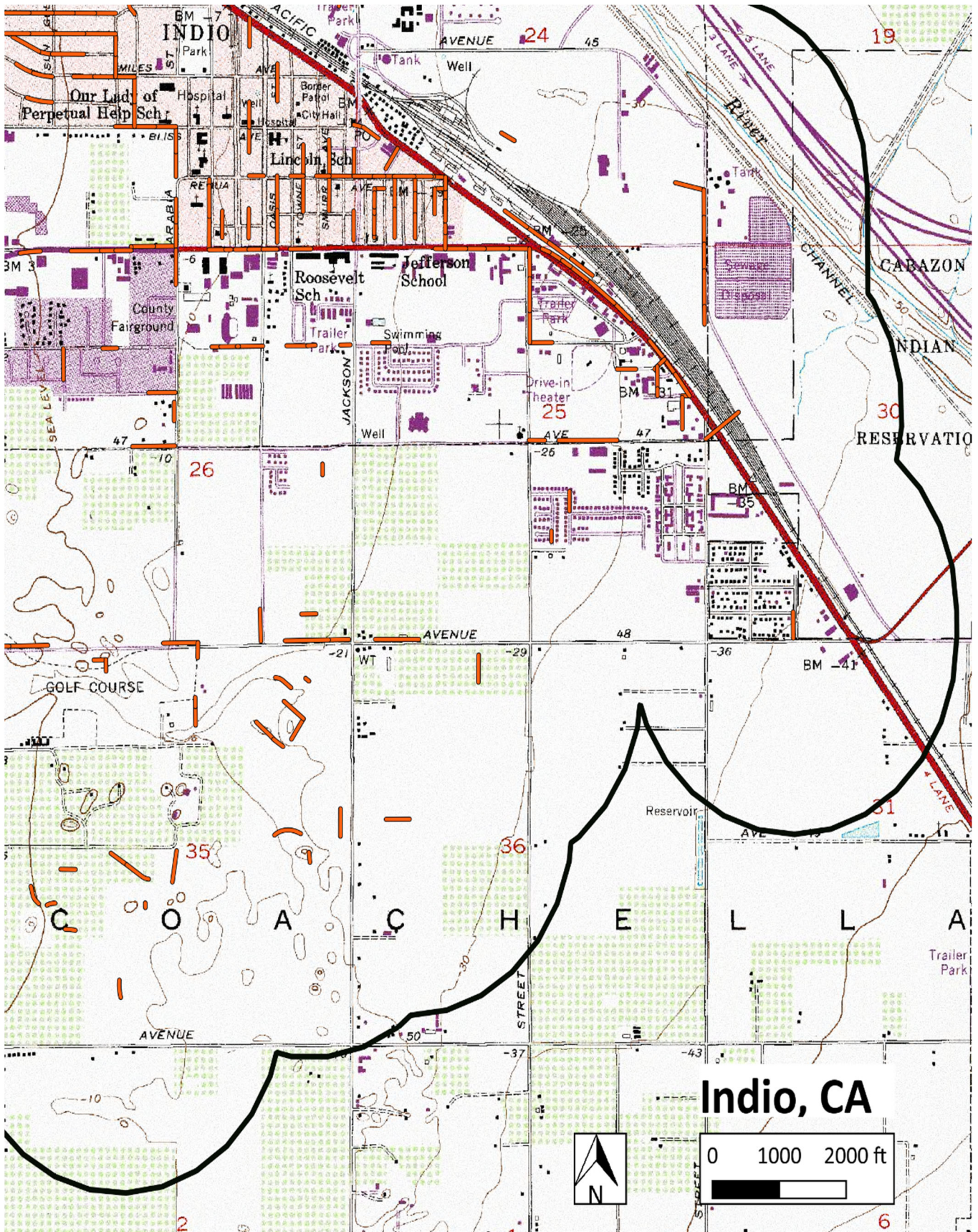


Figure 5 — Project Location Map - SE Quadrant

7. Zoning:

Street corridors are not provided a zoning designation. VSD Wastewater Reclamation Facility is designated Public.

8. Project Description:

Valley Sanitary District (VSD) has developed a district-wide list of pipeline replacement projects. The purpose of these projects is to repair, rehabilitate, replace and/or realign aging or defective pipelines and/or segments projected to reach capacity within the foreseeable future. To date, VSD has identified a total of 371 segments or point locations throughout the District's service area that comprise the current list of repair/replacement projects. These are provided for reference in Appendix A. Additional segments may be identified and added as the projects are constructed. The scope of work for all added segments would be the same as described herein for the identified segments and point locations. The pipelines range from 8-inches to 27-inches in diameter. The majority of the segments are vitrified clay pipe ranging from 8- to 10-inches in diameter and were installed as far back as the 1930's. Most of the vitrified clay pipe currently in use was installed in the early 1950's; however, there are segments installed as recently as 2002. Other segments are comprised of polyvinyl chloride (PVC) and reinforced plastic which were installed beginning in the 1980's.

The vitrified clay pipe decays over time. Thus, these segments are subject to cracks/leaks/breaks which can impact overall service reliability as well as release wastewater into surrounding pipeline bedding material and soils. The PVC and reinforced plastic pipelines are also subject to breakage. Thus, the pipeline segments would be repaired, rehabilitated (i.e., relined) or replaced/realigned within existing pipeline corridors. Specific construction methods used for each segment have been identified and are comprised of the following methods:

Point Repair. This method would involve the repair of a specific location. The contractor would excavate down to the pipeline, locate the defect, repair the defect and replace the backfill and asphalt pavement. All work would occur within disturbed street, alley or easements where the existing pipelines are located. Temporary lane closures may be required when work occurs within street corridors; however, no previously undisturbed areas would be affected by point repair work.

Rehabilitation. This method would consist of accessing the pipeline via existing manholes and installing new lining material. All construction will be completed with motorized hand tools and support equipment. No excavation or surface disturbance would be required. No new areas of disturbance would be required for the rehabilitation work.

Replacement/Realignment. This method would require excavation down to the existing pipeline. The typical distance is approximately 15 feet below ground surface although the actual segment depth will vary depending on the location. A trench would be excavated, the existing

pipe removed, new bedding material will be placed and the new pipeline would be installed. After installation, the trench will be backfilled and the street surface restored.

The construction limits would be limited to the roadway width – gutter to gutter - to accommodate variations in the final alignment depending on the type of work performed. However, no more than one half the road corridor would be disturbed. When needed, asphalt and soil excavated from the trench would be hauled to a staging area. Staging areas include the existing VSD reclamation plant and previously used sites in proximity to the construction area. No new or previously undisturbed staging sites would be used. The material would be stored in piles for use as pipeline bedding material and backfill. For longer segments, asphalt would be ground and used as road base prior to placement of a new asphalt concrete road surface as segments are completed.

Depending on the segment, the existing pipeline may be removed and the new pipeline installed in its place or the new pipeline will be installed adjacent to the existing pipeline in the same corridor and the existing pipeline abandoned in place. All work would occur in disturbed corridors which are comprised of streets, alleys and existing sewer easements.

Where realignment is the preferred construction method, a new trench would be constructed within an existing street/alley corridor and a new pipeline segment installed using the methods described above. The existing segment would be abandoned in place.

Bore and Jack. For segments crossing the UPRR corridor, located under canals or in locations where surface disturbance needs to be avoided, bore and jack entrance pits would be excavated on one side of each crossing; exit pits would be located on the opposite side. The pipeline segment would be pulled through a bore hole and then connected to the existing pipeline on either end. All jack and bore work would occur within existing disturbed pipeline corridors.

The project types are quantified as follows:

- Replacement – 28 segments
- Rehabilitation – 157 segments (includes two jack and bore projects)
- Realignment – 71 segments
- Point Repair/Reinspection – 9 locations
- Point Repair/Rehabilitation – 14 locations
- Point Repair – 92 locations

As referenced, the total number of pipeline segments or locations that comprise the list of projects that would be completed total 371. All material/equipment staging would occur within VSD's Water Reclamation Facility located at 45-500 Van Buren Street provided suitable staging areas are not available in proximity to the construction area.

Individually, the projects identified could be completed using Categorical Exemptions per Section 15301 (Existing Facilities) or Section 15302 (Replacement or Reconstruction) of the

CEQA Guidelines. However, rather than file Notices of Exemptions for each project, VSD has elected to evaluate potential environmental effects for all of the projects to expedite construction of the individual projects consistent with the overall implementation goals and timeline and mitigation measures identified herein to avoid or minimize environmental impacts.

Construction of the projects is expected to begin in mid-2021 and would be completed over a ten-year period.

The Initial Study will be the primary document used to support approval of a Mitigated Negative Declaration (MND). The MND will demonstrate compliance with the California Environmental Quality Act (CEQA) required by the District as part of the discretionary review process for the proposed project. No additional CEQA review will be performed for pipeline replacement projects referenced herein.

9. Surrounding Land Uses and Setting

The purpose of the project is to identify and repair, rehabilitate, replace and/or realign aging or defective pipelines and/or segments projected to reach capacity within the foreseeable future. To date, VSD has identified a total of 371 segments or point locations throughout the District's service area that comprise the current repair/replacement program. These are provided for reference as Appendix A and in Figures 2 through 5. Land uses vary throughout VSD's service area and comprise residential, commercial, industrial, institutional, public areas (i.e., parks and public buildings) and undeveloped parcels.

10. Other public agencies whose approval is required:

City of Indio – Encroachment Permits

11. Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1? If so, has consultation begun is there a plan for consultation?

A Phase I Cultural Resources Report was prepared for the proposed project. The findings were negative for cultural resources. As part of the process, a Sacred Lands File (SLF) search was conducted by the Native American Heritage Commission. Tribal representatives identified as part of the SLF search were noticed during preparation of the Phase I Cultural Resources Report. Responses are provided as part of the Phase I Cultural Resources Report (Appendix B of Appendix D) and summarized in Section V, *Cultural Resources*. VSD initiated tribal consultation on December 17, 2020. The 30-day period formally concluded on January 17, 2021. One request for consultation was received and consultation was concluded on March 26, 2021.

ENVIRONMENTAL FACTORS AFFECTED

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is “Potentially Significant” or “Potentially Significant Unless Mitigation Incorporated” as indicated by the checklist on the following pages.

- | | | |
|--|---|---|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Agriculture and Forest Resources | <input type="checkbox"/> Air Quality |
| <input checked="" type="checkbox"/> Biological Resources | <input checked="" type="checkbox"/> Cultural Resources | <input type="checkbox"/> Energy |
| <input type="checkbox"/> Geology/Soils | <input type="checkbox"/> Greenhouse Gas Emissions | <input type="checkbox"/> Hazards & Hazardous Materials |
| <input type="checkbox"/> Hydrology/Water Quality | <input type="checkbox"/> Land Use/Planning | <input type="checkbox"/> Mineral Resources |
| <input type="checkbox"/> Noise | <input type="checkbox"/> Population/Housing | <input type="checkbox"/> Public Services |
| <input type="checkbox"/> Recreation | <input type="checkbox"/> Transportation | <input checked="" type="checkbox"/> Tribal Cultural Resources |
| <input type="checkbox"/> Utilities/Service Systems | <input type="checkbox"/> Wildfire | <input type="checkbox"/> Mandatory Findings of Significance |

DETERMINATION:

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 potential 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

Printed Name

ENVIRONMENTAL CHECKLIST

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
I. <u>AESTHETICS</u> – would the project:				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public view of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a) The City of Indio General Plan (2020) provides planning and policy guidance for development within the City. No specific visual features are noted in the General Plan nor does it include policy guidance referencing the protection or preservation of visual resources within the City.

The projects are located within existing street corridors or disturbed pipeline corridors as described above and shown in Figures 2-5. Views of the alignment are consistent with an urbanized area containing multiple land uses. Construction of the project would result in temporary disturbances associated with excavation and installation of the proposed projects. All disturbed areas would be returned to preconstruction conditions as segments of the

program are completed. The projects would not change the existing visual environment. No scenic views or resources would be affected. Thus, **no impact** to scenic vistas would occur.

b) There are three designated state scenic highways in Riverside County as defined by the California Department of Transportation. The nearest state-designated scenic highway to the study area is the segment of State Route 74 (SR-74) from the San Bernardino National Forest boundary to Highway 111 in the City of Palm Desert approximately 14 miles west of Indio. As noted, the project area is flat and comprised primarily of paved roadways and disturbed pipeline corridors. There are no trees, rock outcroppings, historic structures or other visually prominent features that would be affected by the project. **No impact** to these resources would occur as a result of the proposed project.

c) The project corridors are primarily comprised of local streets within VSD’s service area. Other location includes disturbed parcels, alleys and railroad rights of way. Project construction would temporarily change the visual appearance of the project sites. However, the project area does not have any distinctive visual characteristics; thus, project implementation would not substantially degrade the visual character of the site or surrounding areas. Impacts would be temporary and **less than significant**.

d) Street lighting occurs throughout the project area. The proposed projects are new subsurface pipelines and do not include any new lighting. Temporary lighting used to illuminate the construction area and equipment lights may be required; however, other than emergency repair work, construction would be limited to daytime hours. This light source would be terminated at the completion of construction. As noted, all improvements would be located subsurface. No new sources of glare would be constructed. Temporary light/glare impacts would be **less than significant**.

	Potentially Significant Unless Mitigation Incorporated	Potentially Significant	Less than Significant Impact	No Impact
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II. AGRICULTURE AND FOREST RESOURCES -- Would the project:

a) Convert Prime Farmland, Unique Farmland, 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?

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
II. <u>AGRICULTURE AND FOREST RESOURCES</u> -- Would the project:				
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) The projects would be constructed within existing street corridors and disturbed areas. No Prime Farmland, Unique Farmland, or Farmland of Statewide Importance would be affected by program implementation. **No impact** would occur under this threshold.

b) The project area does not contain lands enrolled in a Williamson Act contract. The proposed projects would not conflict with any zoning designations designed to promote agriculture. **No impact** would occur under this threshold.

c-e) The project area lands are all disturbed street and/or pipeline corridors. These areas are not used for timber production. The program would not conflict with any zoning designations designed to preserve timber or agricultural resources. **No impact** would occur under this threshold.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
III. <u>AIR QUALITY</u> -- Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The material presented herein is based on air emission modeling performed by Birdseye Planning Group, September 2020. The modeling files are provided in Appendix B.

The project site is located within the South Coast Air Basin (Basin), which includes portions of Riverside, Los Angeles and Orange Counties. Air quality conditions in the South Coast Air Basin are under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). The SCAQMD is required to monitor air pollutant levels to ensure that air quality standards are met and, if they are not met, to develop strategies to meet the standards. Depending on whether the standards are met or exceeded, the local air basin is classified as being in “attainment” or “non-attainment.” The Basin, in which the project area is located, is a non-attainment area for both the federal and state standards for ozone and Particulate Matter (PM)_{2.5}. The Basin is in attainment for the state and federal standards for PM₁₀, nitrogen dioxide (NO₂), and carbon monoxide (CO). Table 1 shows the significance thresholds that have been recommended by the SCAQMD for projects within the South Coast Air Basin.

Localized Significance Thresholds. In addition to the thresholds described above, the SCAQMD has developed Localized Significance Thresholds (LSTs). LSTs were devised in response to concern regarding exposure of individuals to criteria pollutants in local communities. LSTs

represent the maximum emissions from a project that will not cause or contribute to an air quality exceedance of the most stringent applicable federal or state ambient air quality standard at the nearest sensitive receptor, taking into consideration ambient concentrations in each source receptor area (SRA), project size and distance to the sensitive receptor. However, LSTs only apply to emissions within a fixed stationary location, including idling emissions during both project construction and operation. LSTs have been developed for Nitrogen Oxides (NO_x), CO, PM₁₀ and PM_{2.5}. LSTs are not applicable to mobile sources such as cars on a roadway (Final Localized Significance Threshold Methodology, SCAQMD, June 2003). As such, LSTs for operational emissions do not apply to the proposed development as the majority of emissions would be generated by cars on roadways.

Table 1
SCAQMD Air Quality Significance Thresholds

Mass Daily Thresholds		
Pollutant	Construction	Operation
Nitrogen Oxides (NO _x)	100 lbs/day	55 lbs/day
Reactive Organic Gases (ROG)	75 lbs/day	55 lbs/day
Particulate Matter 10 (PM ₁₀)	150 lbs/day	150 lbs/day
Particulate Matter 2.5 (PM _{2.5})	55 lbs/day	55 lbs/day
SO _x	No standard	150 lbs/day
CO	550 lbs/day	550 lbs/day

^a Ambient air quality thresholds for criteria pollutants based on SCAQMD Rule 1303, unless otherwise stated.

^b Ambient air quality threshold based on SCAQMD Rule 403.

*lbs/day = pounds
per day*

LSTs have been developed for emissions within areas up to five acres in size, with air pollutant modeling recommended for activity within larger areas.

The regional construction emissions associated with development of the proposed project were calculated using the CalEEMod Version 2016.3.2 (2016) software (see Appendix B). The construction emissions were compared to emission thresholds referenced in Table 1. The construction activities associated with development would generate diesel emissions and dust. Construction would require the use of equipment to excavate the trench, install the pipe segments, place backfill and repave the corridor as well as haul material to and from staging areas. Post-construction, the project would have no emissions though periodic maintenance inspections would occur similar to what is ongoing within the overall service area.

Project construction is expected to begin in mid-2021 and occur annually over a period of five years. Construction timing would be dependent on scheduling as determined by VSD. Operation of the project would generate vehicle trips which would be the primary source of

emissions. However, emissions from area and energy sources are also calculated and reported herein.

a) The proposed project is located within the South Coast Air Basin (Basin) and is within the jurisdiction of the SCAQMD. The Basin is bounded by the Pacific Ocean to the west and the San Gabriel, San Bernardino, and San Jacinto Mountains to the north and east. It includes all of Orange County and the non-desert portions of Los Angeles, Riverside, and San Bernardino Counties.

Under state law, the SCAQMD is required to prepare a plan for air quality improvement for pollutants for which the District is in non-compliance. The SCAQMD updates the plan every three years. Each iteration of the SCAQMD's Air Quality Management Plan (AQMP) is an update of the previous plan and has a 20-year horizon. SCAQMD adopted the 2016 AQMP in March 2017. The 2016 AQMP incorporates new scientific data and notable regulatory actions that have occurred since adoption of the 2012 AQMP.

The 2016 AQMP was prepared to ensure continued progress towards clean air and comply with state and federal requirements. This AQMP builds upon the approaches taken in the 2012 AQMP for the South Coast Air Basin for the attainment of State and federal ozone air quality standards. The 2016 AQMP incorporates the 2016 Regional Transportation Plan/Sustainable Communities Strategy and updated emission inventory methodologies for applicable source categories. The 2016 AQMP also includes the new and changing federal requirements, implementation of new technology measures, and the continued development of economically sound, flexible compliance approaches. The 2016 AQMP is available to download at <http://www.aqmd.gov/home/library/clean-air-plans/air-quality-mgt-plan/final-2016-aqmp>.

The 2016 AQMP assumes that development associated with general plans, specific plans, residential projects, and wastewater facilities will be constructed in accordance with the population growth projections identified by SCAG. The AQMP incorporates local General Plan land use assumptions and regional growth projections developed by SCAG to estimate stationary and mobile source emissions associated with projected population and planned land uses. If a new land use is consistent with the local General Plan and the regional growth projections adopted in the AQMP, then the emissions generated by the new project have been evaluated, are contained in AQMP. Thus, individual projects would not conflict with or obstruct implementation of the regional AQMP.

The proposed projects would replace existing sewer infrastructure. No development that would result in population growth in excess of forecasts for Riverside County or within the VSD serviced area would occur. The project would not conflict with the City of Indio General Plan. Thus, the proposed project would not conflict with the AQMP.

b-c) Project construction would generate temporary air pollutant emissions. Both construction emissions and vehicle emissions associated with operation of the facility are quantified herein. The CalEEMod output file for summer emissions are provided in Appendix B.

Construction Emissions

Construction vehicles and equipment operating on the graded site as well as grading/site preparation activities have the potential to generate fugitive dust (PM₁₀ and PM_{2.5}) through the exposure of soil to wind erosion and dust entrainment. Project related construction activities would also emit ozone precursors (oxides of nitrogen (NO_x), reactive organic gases (ROG)) as well as carbon monoxide (CO). The majority of construction-related emissions would result from site preparation and the use of heavy-duty construction equipment. However, emissions would also be associated with haul trips and worker/vendor trips and repaving.

The projects would be required to comply with SCAQMD Rule 403, which identifies measures to reduce fugitive dust and is required to be implemented at all construction sites located within the South Coast Air Basin. Rule 403 (2) was included in CalEEMod for site preparation and grading phases of construction. This is a standard regulatory requirement rather than mitigation. Modeling assumed the sites would be watered two times daily.

- 1. Minimization of Disturbance.** Construction contractors should minimize the area disturbed by clearing, grading, earth moving, or excavation operations to prevent excessive amounts of dust.
- 2. Soil Treatment.** Construction contractors should treat all graded and excavated material, exposed soil areas, and active portions of the construction site, including unpaved on-site roadways to minimize fugitive dust. Treatment shall include, but not necessarily be limited to, periodic watering, application of environmentally safe soil stabilization materials, and/or roll compaction as appropriate. Watering shall be done as often as necessary, and at least two times daily, preferably in the late morning and after work is done for the day.
- 3. Soil Stabilization.** Construction contractors should monitor all graded and/or excavated inactive areas of the construction site at least weekly for dust stabilization. Soil stabilization methods, such as water and roll compaction, and environmentally safe dust control materials, shall be applied to portions of the construction site that are inactive for over four days. If no further grading or excavation operations are planned for the area, the area shall be seeded and watered until landscape growth is evident, or periodically treated with environmentally safe dust suppressants, to prevent excessive fugitive dust.
- 4. No Grading During High Winds.** Construction contractors should stop all clearing, grading, earth moving, and excavation operations during periods of high winds (20 miles per hour or greater, as measured continuously over a one-hour period).
- 5. Street Sweeping.** Construction contractors should sweep all on-site driveways and adjacent streets and roads at least once per day, preferably at the end of the day, if visible soil material is carried over to adjacent streets

and roads.

CalEEMod calculates construction emissions during the various phases of project construction, including site preparation, excavation/grading and paving. As indicated in Table 2, maximum daily emissions from construction activities would not exceed SCAQMD construction thresholds. Compliance with SCAQMD Rule 403 for dust control would be a standard project feature. Construction impacts would be **less than significant**.

Table 2
Estimated Maximum Mitigated Daily Construction Emissions

Construction Phase	Maximum Emissions (lbs/day)					
	ROG	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
<i>2021 Maximum lbs/day</i>	0.8	8.5	8.1	0.01	1.3	0.9
<i>2022 Maximum lbs/day</i>	0.7	7.6	7.9	0.01	1.3	0.8
<i>2023 Maximum lbs/day</i>	0.7	6.5	7.8	0.01	1.2	0.7
<i>2024 maximum lbs/day</i>	0.7	6.2	7.8	0.01	1.2	0.7
<i>2025 maximum lbs/day</i>	0.6	5.8	7.8	0.01	1.2	0.7
SCAQMD Regional Thresholds	75	100	550	150	150	55
Threshold Exceeded 2019	No	No	No	No	No	No

Localized Significance Thresholds. The SCAQMD has published a “Fact Sheet for Applying CalEEMod to Localized Significance Thresholds” (South Coast Air Quality Management District 2011). CalEEMod calculates construction emissions based on the number of equipment hours and the maximum daily disturbance activity possible for each piece of equipment. Construction-related emissions reported by CalEEMod are compared to the localized significance threshold lookup tables. The CalEEMod output in Appendix B shows the equipment assumed for this analysis.

LSTs were devised in response to concern regarding exposure of individuals to criteria pollutants in local communities. LSTs represent the maximum emissions from a project that will not cause or contribute to an air quality exceedance of the most stringent applicable federal or state ambient air quality standard at the nearest sensitive receptor, taking into consideration ambient concentrations in each source receptor area (SRA), project size and distance to the sensitive receptor. However, LSTs only apply to emissions within a fixed stationary location, including idling emissions during both project construction and operation. LSTs have been developed for NO_x, CO, PM₁₀ and PM_{2.5}. LSTs are not applicable to mobile sources such as cars on a roadway (Final Localized Significance Threshold Methodology, SCAQMD, June 2003). The

projects would not generate on-site or stationary source emissions. All emissions would be generated during construction. Thus, LSTs for operational emissions would not apply.

LSTs have been developed for emissions within areas up to five acres in size, with air pollutant modeling recommended for activity within larger areas. The SCAQMD provides lookup tables for project sites that are one, two, or five acres in size. It is conservatively estimated that no more than one acre would be disturbed daily during construction; thus, the associated look up table values for one acre was used to evaluate potential impacts. The project site is located in Source Receptor Area 30 (SRA-30, Coachella Valley). LSTs for construction related emissions in the SRA 30 at varying distances between the source and receiving property are shown in Table 3. As shown in Table 2, the daily emissions do not exceed the LST values for a one-acre site at 25 meters. Thus, construction emission impacts would be **less than significant**.

Table 3
SCAQMD LSTs for Construction

Pollutant	Allowable emissions as a function of receptor distance in meters from a one-acre site (lbs/day)				
	25	50	100	200	500
Gradual conversion of NO _x to NO ₂	132	166	238	376	733
CO	878	1,387	2,565	6,021	24,417
PM ₁₀	4	13	35	80	214
PM _{2.5}	3	5	10	24	105

Source: <http://www.aqmd.gov/CEQA/handbook/LST/appC.pdf>, October 2009.

Operation Emissions

Operational emissions are primarily associated with vehicle trips and energy expended to maintain the infrastructure. As shown in Table 4, daily emissions would not exceed the SCAQMD thresholds. Therefore, the program’s regional air quality impacts (including impacts related to criteria pollutants, sensitive receptors and violations of air quality standards) would be **less than significant**.

d) Sensitive receptors are located along the majority of the street corridors where improvements would occur. As shown in Table 2, project construction would not exceed SCAQMD pollutant thresholds or LST thresholds. Project operation would not generate pollutants. The projects would require periodic inspection and maintenance visits by VSD staff. However, emissions generated by these activities are a routine part of VSD’s maintenance program and would not

Table 4
Estimated Operating Emissions

	Estimated Emissions (lbs/day)					
	ROG	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
<i>Proposed Project</i>						
<i>Area</i>	0.11	0.0	0.01	0.0	0.0	0.0
<i>Energy</i>	0.01	0.04	0.03	0.01	0.01	0.01
<i>Mobile</i>	0.07	0.5	1.0	0.01	0.3	0.09
Maximum lbs/day	0.19	0.61	1.09	0.01	0.3	0.09
SCAQMD Thresholds	55	55	550	150	150	55
Threshold Exceeded?	No	No	No	No	No	No

See Appendix B for CalEEMod version. 2016.3.2 computer model output. The table shows 2021 operating values. Summer emissions shown.

be greater than what occurs under existing conditions. These emissions would be **less than significant**.

e) The program projects would be underground sewer pipelines. Odor control measures currently used by VSD throughout the service area would be implemented to avoid or minimize odors associated with use of the pipeline. Odor impacts would be **less than significant**.

	Potentially Significant	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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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 Game or U.S. Fish and Wildlife Service?

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
IV. <u>BIOLOGICAL RESOURCES</u> --				
Would the project:				
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 Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The material presented herein is based on the *Biological Resources Report for Valley Sanitary District Pipeline Replacement Program* prepared by ELMT Consulting, Inc., September 2020. The report is provided as Appendix C.

a) A Biological Resources Report (September 2020) was performed for the proposed project to evaluate potential impacts to plants, animals and related habitat. The project site consists of both developed and undeveloped land within the City of Indio and is confined to existing paved road corridors or disturbed areas. The projects occur throughout the City, surrounded by residential, recreational, commercial, and industrial development with undeveloped parcels. Undeveloped areas within the site have been significantly impacted by decades of human disturbance (i.e. agricultural activities, storage/staging activities, ongoing weed abatement activities, on-site development, and surrounding development). Due to these disturbances, no plant communities were observed on-site. The site supports two (2) land cover types that would be classified as developed and disturbed.

Special-Status Plant Species. No special-status plant species were observed during the field investigation. Based on habitat requirements for specific species and the availability and quality of habitats, it was determined that the project sites do not have potential to support any of the special-status plant species documented as occurring within the service area affected by the projects. All are presumed absent. Therefore, no impacts to special-status plant species are expected to occur with project implementation.

Special-Status Wildlife Species. No special-status wildlife species were observed during the field investigation. Based on habitat requirements for specific species and the availability and quality of habitats, it was determined that the project area does not have potential to support any of the special-status wildlife species documented as occurring within the service area affected by the projects and all are presumed absent. It should be noted that an area within the Whitewater River has the potential to support burrowing owl; however, no burrowing owl or sign were observed in this area during the field investigation. Further, this area lies outside of the boundaries for the project and will not be impacted. Therefore, no impacts to special-status wildlife species are expected to occur as a result of project implementation.

Migratory Birds

Nesting birds are protected pursuant to the Migratory Bird Treaty Act (MBTA) and California Fish and Game Code (Sections 3503, 3503.3, 3511, and 3513 of the California Fish and Game Code prohibit the take, possession, or destruction of birds, their nests or eggs). If construction occurs between February 1st and August 31st, a pre-construction clearance survey for nesting birds should be conducted within three (3) days prior to starting any vegetation removal or ground disturbing activities, in locations where trees suitable for nesting occur, to ensure that no nesting birds will be disturbed during construction as specified below in Mitigation Measure BIO-1. The biologist conducting the clearance survey should document a negative survey with a brief letter report indicating that no impacts to active avian nests will occur. If an active avian nest is discovered during the pre-construction clearance survey, construction activities should stay outside of a 300-foot buffer around the active nest. For listed and raptor species, this buffer should be expanded to 500 feet. A biological monitor should be present to delineate the

boundaries of the buffer area and monitor the active nest to ensure that nesting behavior is not adversely affected by construction activities. Once the young have fledged and left the nest, or the nest otherwise becomes inactive under natural conditions, construction activities within the buffer area can occur.

Mitigation Measure BIO-1: Nesting Bird Surveys and Avoidance. To avoid the destruction of active nests and to protect the reproductive success of birds protected by MBTA, nesting bird surveys shall be performed not more than 3 days prior to the scheduled construction in areas adjacent to trees suitable for nesting. In the event that active nests are discovered, a suitable buffer should be established around such active nests and no construction within the buffer allowed until a qualified biologist has determined that the nest is no longer active (e.g. the nestlings have fledged and are no longer reliant on the nest). No ground disturbing activities shall occur within this buffer until the qualified biologist has confirmed that breeding/nesting is completed and the young have fledged the nest. Survey results shall be presented in a letter report and submitted to VSD. Nesting bird surveys are not required for construction activities occurring between September 1 and January 31.

Critical Habitat

Under the federal Endangered Species Act, "Critical Habitat" is designated at the time of listing of a species or within one year of listing. Critical Habitat refers to specific areas within the geographical range of a species at the time it is listed that include the physical or biological features that are essential to the survival and eventual recovery of that species. Maintenance of these physical and biological features requires special management considerations or protection, regardless of whether individuals or the species are present or not. All federal agencies are required to consult with the United States Fish and Wildlife Service (USFWS) regarding activities they authorize, fund, or permit which may affect a federally listed species or its designated Critical Habitat. The purpose of the consultation is to ensure that projects will not jeopardize the continued existence of the listed species or adversely modify or destroy its designated Critical Habitat. The designation of Critical Habitat does not affect private landowners, unless a project they are proposing is on federal lands, uses federal funds, or requires federal authorization or permits (e.g., funding from the Federal Highways Administration or a CWA Permit from the Corps). If there is a federal nexus, then the federal agency that is responsible for providing the funding or permit would consult with the USFWS.

The project is not located within federally designated Critical Habitat. The closest federally designated Critical Habitat is located approximately 2.7 miles southwest of the VSD reclamation plant site for Peninsular bighorn sheep (*Ovis canadensis nelsoni*) and 4.3 miles northeast of the reclamation plant site for Coachella Valley fringe-toed lizard (*Uma inornata*) and Coachella Valley milk-vetch (*Astragalus lentiginosus* var. *coachellae*). Therefore, implementation of the proposed project will not result in any impacts or adverse modification to designated Critical Habitat. **No impact** to designated critical habitats would occur.

b and c) No jurisdictional drainage and/or wetland features were observed within the project site during the field survey. The Whitewater River runs along the northern and eastern boundaries of the project site, however, all activities related to project implementation will be confined to existing developed right-of-way and the Whitewater River would not be affected. Therefore, development of the project site will not result in impacts to Corps, Regional Board, or CDFW jurisdiction and regulatory approvals will not be required. **No impact** would occur under these thresholds.

d) Habitat linkages provide links between larger habitat areas that are separated by development. Wildlife corridors are similar to linkages but provide specific opportunities for animals to disperse or migrate between areas. A corridor can be defined as a linear landscape feature of sufficient width to allow animal movement between two comparatively undisturbed habitat fragments. Adequate cover is essential for a corridor to function as a wildlife movement area. It is possible for a habitat corridor to be adequate for one species yet inadequate for others. Wildlife corridors are significant features for dispersal, seasonal migration, breeding, and foraging. Additionally, open space can provide a buffer against both human disturbance and natural fluctuations in resources.

The majority of the project area is confined to existing disturbed and/or developed areas, which have removed natural plant communities from the project site. Further, the majority of the project site is surrounded by existing developments, which have eliminated connection to nearby wildlife movement corridors.

The Whitewater River generally extends west to east through the northern boundary and north to south through the eastern boundary of the VSD reclamation plant site, has not been identified in the Coachella Valley Multiple Species Habitat Conservation Plan (CVMSHCP) as a habitat linkage or migration corridor. Although channelized, the Whitewater River has the potential to provide local wildlife movement opportunities for a limited variety of wildlife species. Further, the riparian and emergent vegetation along the active channel of the Whitewater River has the potential to provide stopover habitat for migrating avian species.

All project activities would be confined within the boundaries of existing developed street and pipeline right-of-way. The Whitewater River channel would not be affected by the project. As a result, implementation of the proposed project will not disrupt or have any adverse effects on any migratory corridors or linkages. **No impact** would occur under this threshold.

e-f) The VSD reclamation plant is located on the southwestern portion of the Cabazon Conservation Area of the CVMSHCP. The proposed project is not listed as a planned "Covered Activity" under the published CVMSHCP but is still considered to be a current Covered Activity pursuant to Section 7.1 of the CVMSHCP. According to Section 7.1 of the CVMSHCP, take authorization will be provided for certain activities that take place outside of Conservation Areas including "new projects approved pursuant to county and city general plans, transportation improvement plans for roads in addition to those addressed in Section 7.2, master drainage plans, capital improvement plans, water and waste management plans, the County's adopted Trails Master Plan, and other plans adopted by the Permittees."

As a Covered Activity located outside designated conservation areas, implementation of the proposed project is expected to be consistent with the applicable avoidance, minimization, and mitigation measures described in Section 4.4 of the CVMSHCP (refer to Appendix C). Since the proposed project is considered a Covered Activity under Section 7.1 of the CVMSHCP, no further avoidance, minimization, and mitigation measures are required, and the projects would be in compliance with the CVMSHCP.

The purpose of Land Use Adjacency Guidelines is to avoid or minimize indirect effects from Development adjacent to or within the Conservation Areas. Adjacent means sharing a common boundary with any parcel in a Conservation Area. Such indirect effects are commonly referred to as edge effects, and may include noise, lighting, drainage, intrusion of people, and the introduction of non-native plants and non-native predators such as dogs and cats.

The proposed project is proximate but is not located within or immediately adjacent to any CVMSHCP Conservation Areas. Specifically, portions of the northern boundary of the proposed project are located approximately 0.5 mile south of the East Indio Hills Conservation Area. These areas of the project site are separated from the Conservation Area by existing development. Therefore, the CVMSHCP Land Use Adjacency Guidelines do not apply to implementation of the proposed project.

The CVMSHCP identifies modeled habitat for Coachella Valley fringe-toed lizard (*Uma inornata*), flat-tailed horned lizard (*Phrynosoma mcallii*), Coachella Valley round-tailed ground squirrel (*Spermophilus tereticaudus chlorus*), Palm Springs pocket mouse (*Perognathus longimembris bangsi*), Le Conte's thrasher (*Toxostoma lecontei*) and Coachella Valley giant sand-treader cricket (*Macrobaenetes valgum*) within portions of the proposed project site (refer to Appendix D, CVMSHCP Covered Species of Appendix C); therefore, extra time was taken to evaluate the habitat specifically for these species and determine its suitability. Of these species, the Coachella Valley fringe-toed lizard is a federally listed threatened species and the flat-tailed horned lizard is a state candidate for listing as endangered. The other species are not state or federally listed; however, all are considered sensitive species.

Based on the results of the field investigation, the project site consists of heavily disturbed and developed land that have been subject to a variety of anthropogenic disturbances. These disturbances have reduced, if not eliminated, the ability of the project area to provide suitable habitat for CVMSHCP Covered Species. As a result, the project site does not support suitable habitat for any of the CVMSHCP Covered Species, and no impacts to CVMSHCP Covered Species is expected to occur from project implementation. **No impact** would occur under this threshold.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
V. <u>CULTURAL RESOURCES</u> --				
would the project:				
a) Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource as defined in §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The background information and impact evaluation provided herein are based on data in the *Cultural Resources Assessment for the Valley Sanitary District Pipeline Replacement Program*, December 2020 (Appendix D).

Anza Resources Consultants (Anza) was retained to conduct a cultural resources study for the project area which is located entirely within the City of Indio, Riverside County, California (see Figure 1). The project area is located within Sections 11, 13-15, 22-28, 33, 35, and 36 of Township 5 South, Range 7 East, San Bernardino Base and Meridian. The project alignments with a half-mile buffer are depicted on portions of the United States Geological Survey (USGS) *Indio, CA, La Quinta, CA*, and *West Berdoo Canyon, CA* 7.5-minute topographical maps in Figures 2-5 above.

Anza requested a search of the California Historical Resources Information System (CHRIS) at the Eastern Information Center (EIC) located at University of California, Riverside. The search was requested to identify previous cultural resources studies and previously recorded cultural resources within a 0.5-mile radius of the program area. The CHRIS search was completed on October 29, 2020 and included a review of the National Register of Historic Places (NRHP), the California Register of Historical Resources (CRHR), the California Points of Historical Interest list, the California Historical Landmarks list, the Archaeological Determinations of Eligibility list, and the California State Historic Resources Inventory list. The EIC records search identified 217 cultural resources studies that have been conducted within a 0.5-mile radius of the program area. Of the total, 51 included or were adjacent to project alignments. An additional 19 studies provide general overviews of the region.

a) A total of 194 previously recorded resources were identified within 0.5 mile of the project site. Three of the 194 resources (P-33-008316, P-33-009498, and P-33-28567) intersect or overlap with project alignments. An additional 23 resources are adjacent to one or more project alignments. All 26 of the resources within or adjacent to a project alignment are historic built environment resources such as buildings, roads, or a railroad. No prehistoric or Native American resources are recorded within or adjacent to project alignments. Recorded historic resources that intersect or overlap with the project alignments are summarized as follows:

P-33-008316 (Arabian Nights Pageant)

The Arabian Nights Pageant located at the Riverside County Fairgrounds (P-33-008316) was recorded in 1983. The resource comprises “five structures in an Arabian motif” including the Arabian Nights pageant stage, commercial building, fairgrounds entrance, administrative office, and wall around the front of the fairgrounds. These structures were built in 1947. The Riverside County Built Environment Resource Directory (BERD) identifies the resource as eligible for local listing or designation in the National Register of Historic Places (NRHP). A total of four project segments would be constructed within a road corridor located on the fairgrounds property. Of the four projects, three are rehabilitation projects and one is a point repair/rehabilitation. The projects would not affect any of the structures that comprise this resource.

P-33-009498 (Union Pacific Railroad/Southern Pacific Railroad)

A portion of the Union Pacific Railroad/Southern Pacific Railroad is recorded as P-33-009498 and CA-RIV-006381. The Riverside County BERD identifies the resource as eligible for the California Register of Historic Resources (CRHR) by the State Historical Resources Commission (SHRC). The railroad was most recently studied for NHRP and CRHR eligibility in 2005. The railroad segment closest to the pipeline project that was evaluated is approximately 0.64 mile south of the project location. This segment was recommended as not eligible for NRHP or CRHR listing. The project would jack and bore under the UPRR; and thus, would not affect the UPRR corridor.

P-33-28567 (Highway 111)

A segment of Highway 111 was recorded and evaluated in 2015. Two projects would occur in proximity to Highway 111. One is a point repair, the other a rehabilitation. Both are within and adjacent to the evaluated segment of this resource. The Riverside County BERD states this segment is not eligible for listing on the NRHP. It was not evaluated for CRHR or local listing.

The Cultural Resources Assessment determined that the project would not affect the integrity of the resource; and therefore, would be **less than significant** under CEQA.

b) On October 27, 2020, a windshield survey of the paved project alignments were surveyed. A pedestrian survey of accessible unpaved alignments was conducted on December 4, 2020. The pedestrian survey of unpaved alignments consisted of walking transects spaced no more than 10 meters apart, typically one transect up and one back resulting in a 20 meter wide (66 feet wide) survey corridor, where possible. Transects were oriented following the alignments using hand-held GPS unit. All areas of exposed ground surface were examined for prehistoric artifacts (e.g.,

chipped stone tools and production debris, stone milling tools, ceramics), historic debris (e.g., metal, glass, ceramics), or soil discoloration that might indicate the presence of a cultural midden. The windshield survey confirmed that all but 12 of the segments are located within paved roads. Exceptions include five alignments along property lines between houses. These are defined as follows; Arabia Street (rehabilitation), Oasis Street (realignment – two segments), Main Street (realignment – two segments).

Four alignments are located in a fenced unpaved area and are defined as Valencia Drive (rehabilitation – two segments); and Sue Street (rehabilitation) and Sue Street (replacement). One alignment crosses the UPRR right of way and is partially paved - Van Buren Street (rehabilitation); one segment is located in an open dirt area (Van Buren Street – rehabilitation) and one is located along an unpaved powerline corridor (Van Buren Street – rehabilitation).

Ground visibility during the survey was zero for project alignments located within paved streets and varied (i.e., clear of any obstructions to partially obscured by disturbed vegetation, previous ground disturbance and trash).

The five alignments between houses along a fence line were not surveyed because of access limitations. The project segment within the UPRR railroad right-of-way was not surveyed because entry in this area was not permitted.

No archaeological or Native American resources were identified within or adjacent to any of the 371 project alignments/point repair locations. Based on these results, the archaeological sensitivity of the project site is considered low. Thus, no impact to these resources is anticipated. No further cultural resources study is recommended; however, the following management recommendations are included to avoid potential impacts from the unanticipated discovery of cultural resources during project related ground disturbing activities. With implementation of Mitigation Measure CUL-1, impacts to these archaeological or Native American resources would be **less than significant**.

Mitigation Measure CUL-1. If cultural resources are encountered during ground-disturbing activities, work in the immediate area must halt and an archaeologist meeting the Secretary of the Interior’s Professional Qualifications Standards for archaeology (National Park Service 1983) must be contacted immediately to evaluate the find. If the discovery proves to be significant under CEQA, additional work such as data recovery excavation may be warranted.

Native American Coordination.

To initiate the scoping process with Native American Tribes, a Sacred Lands File (SLF) search by the Native American Heritage Commission (NAHC) was requested on June 22, 2020. The NAHC sent a response on June 23, 2020, stating that a search of the SLF was completed with negative results (i.e., no sacred lands or resources important to Native Americans are recorded within the vicinity of the project site; see Appendix E of Appendix D). The NAHC provided a list of 20 Native American contacts that may have knowledge regarding Native American cultural resources within or near the project site.

On June 24, 2020, letters were mailed to the 20 Native American contacts describing the project and asking if they had knowledge regarding cultural resources of Native American origin within or near the project sites.

A representative from the Fort Yuma Quechan Tribe responded in an email on July 31, 2020, stating that the Quechan Tribe has no comments regarding the project and deferred to local tribes. The Agua Caliente Band of Cahuilla Indians (ACBCI) responded via letter attached to an email on October 2, 2020, stating that the proposed project area exists within ACBCI's traditional use area and requests a copy of the project shapefiles, records search results and cultural survey report and any relevant documentation. ACBCI provided no information regarding resources within the project area. Because the project area is so close to the Cabazon Indian Reservation, on September 17, 2020, an electronic copy of the mailed scoping letter was e-mailed to the Cabazon Band of Mission Indians, in a second attempt to solicit a response. No response to the scoping letter or email was received.

c) There is always the possibility that ground-disturbing activities during construction may uncover previously unknown buried human remains. If human remains are discovered during any phase of construction, including disarticulated or cremated remains, all ground-disturbing activities should cease within 100 feet of the remains and the County Coroner and the Lead Agency (Valley Sanitary District) should be immediately notified. The protocol for addressing the unanticipated discovery of human remains is provided as Mitigation Measure CUL-2. With implementation of Mitigation Measure CUL-2, if needed, impacts associated with the unanticipated discovery of human remains would be **less than significant**.

Management Recommendation CUL-2. The discovery of human remains is always a possibility during ground disturbing activities. If human remains are found, the State of California Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the county coroner has made a determination of origin and disposition pursuant to Public Resources Code Section 5097.98. In the event of an unanticipated discovery of human remains, the county coroner must be notified immediately. If the human remains are determined to be prehistoric, the coroner will notify the Native American Heritage Commission, which will determine and notify a Most Likely Descendant. The Most Likely Descendant shall complete the inspection of the site within 48 hours of notification and may recommend scientific removal and nondestructive analysis of human remains and items associated with Native American burials.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
VI. ENERGY – would the project:				
a) Result in potentially significant adverse impact due to wasteful, inefficient, consumption of energy resources during project construction or operation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) Project construction would utilize common methods for site preparation, excavation and related activities. These methods would consist of removing existing asphalt, constructed a trench down to the existing pipeline, removal of the pipeline, installation of the new pipeline, placement of backfill and asphalt if needed. This is standard approach for pipeline replacement projects. Techniques are not expected to be wasteful or otherwise result in inefficient use of fuels or other sources of energy.

During operation, the project would not consume energy associated with electricity use, water/wastewater treatment, employee commuting and fuel associated with the operation of trucks that haul material to/from the facility. **No impact** would occur under this threshold.

b) The project would not generate additional energy demand. Operation of the pipelines would require the same level of energy as used to operate the current infrastructure. This would not represent a significant impact with respect to energy consumption nor would it conflict with state or local plans for renewable energy or energy efficiency. The project would not conflict with a state or local plan regarding renewable energy or energy efficiency. **No impact** would occur under this threshold.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
VII. <u>GEOLOGY AND SOILS</u> –				
would the project:				
a) Directly or indirectly cause 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on expansive soil, as defined in Table 1-B of the Uniform Building Code, creating substantial direct or indirect risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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VII. GEOLOGY AND SOILS –

would the project:

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

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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a (i-ii) There are three major known faults located in Riverside County: the San Andreas, San Jacinto, and Elsinore faults. The nearest active faults are strands of the San Andreas Fault, Coachella Valley segment, located northeast of the service area and approximately 2.5 miles northeast of the VSD reclamation facility. This fault segment extends from the San Geronio Pass to the Salton Sea (Earth Consultants International, August 2000). No projects are located within the boundaries of an Earthquake Fault Zone as defined by the Alquist-Priolo Earthquake Fault Zoning Act of 1972 (California Department of Conservation, website visited September 2020). There are no known active or potentially active faults traversing the area and the risk of ground rupture resulting from fault displacement beneath the site is low.

During the life of the proposed improvements, the service area will likely experience moderate to occasionally high ground shaking from known faults, as well as background shaking from other seismically active areas of the Southern California region. However, compliance with standard practices regarding the placement of bedding material and backfill would minimize potentially adverse impacts associated with geological conditions including ground shaking. Impacts would be **less than significant**.

a (iii) Groundwater levels within the VSD service area are expected to be 100 feet or more below the surface (HDR Engineering, March 2014). Project excavation would be as deep as 18 feet; however, this is above the depth of known groundwater. The potential for encountering groundwater and related impacts associated with liquefaction at the subject site is considered low; however temporary dewatering and localized perched groundwater conditions could be encountered during construction. If this were to occur, a dewatering plan would be prepared to address this issue. Impacts would be **less than significant**.

a (iv) The project area is generally flat. No existing slopes would be disturbed during construction of the projects; thus, the potential for landslide is low. Trenches greater than 5 feet in depth should be laid back or shored to meet Occupational Safety and Health Administration (OSHA) requirements (HDR Engineering, March 2014). No landslide conditions would be created as a result of project implementation. **No impact** would occur under this threshold.

b) Based on the borings performed within the service area, the onsite soils are generally alluvial consisting of fine sands with varying amounts of silts and occasionally trace of clays. From the surface to 25 feet deep, the soils are loose to dense. Below this depth, soils are generally dense to very dense (HDR Engineering, March 2014). As referenced, the service area is flat which limits erosion potential. Corridors greater than one acre in size would be subject to State Water Resources Control Board General Construction Permit during construction to minimize soil erosion. For additional information, see Section IX, *Hydrology and Water Quality*. With implementation of Best Management Practices (BMPs) specified in the Stormwater Pollution Prevention Plan (SWPPP) prepared for the project, soil erosion hazard impacts would be **less than significant**.

c, d) Land subsidence is defined as the sinking or settling of land to a lower level. Causes can include: (1) earth movements; (2) lowering of ground water level; (3) removal of underlying supporting materials by mining or solution of solids, either artificially or from natural causes; (4) compaction caused by wetting (hydrocompaction); (5) oxidation of organic matter in soils; (6) added load on the land surface. The pipelines would be installed on compacted bedding material and then covered with compacted backfill as a standard construction practice. The roadbed and pavement would be installed above the backfill. While the Coachella Valley is has had occurrence of subsidence, no evidence of subsidence is present within the service area. Assuming construction occurs consistent with engineering recommendations, the potential for subsidence at the subject site is considered low. Therefore, impacts would be **less than significant**.

e) The proposed project is a sewer pipeline replacement program. No septic systems would be installed as part of the project. **No impact** would occur under this threshold.

f) Construction of the program projects would not impact, either directly or indirectly, any known unique paleontological resource or unique geologic features. Given the construction history, depth of previous disturbance in the service area and the fact that the improvements would occur within disturbed areas, the potential for locating undiscovered paleontological or geological resources is remote. However, with implementation of management recommendation CUL-1 if needed, a **less than significant** impact to paleontological resources would occur.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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VIII. GREENHOUSE GAS EMISSIONS-

Would the project:

- | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a) Generate greenhouse gas emissions, either directly or indirectly, that may | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

have a significant impact on the environment?

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

The material presented herein is based on the air modeling performed for the proposed project by Birdseye Planning Group, September 2020. The modeling files for greenhouse gases are provided as Appendix E.

Gases that trap heat in the atmosphere are often referred to as greenhouse gases (GHGs), analogous to the way in which a greenhouse retains heat. Common GHG include water vapor, carbon dioxide (CO₂), methane (CH₄), nitrous oxides (N₂O_x), fluorinated gases, and ozone. GHGs are emitted by both natural processes and human activities. Of these gases, CO₂ and CH₄ are emitted in the greatest quantities from human activities. Emissions of CO₂ are largely by-products of fossil fuel combustion, whereas CH₄ results from off-gassing associated with agricultural practices and landfills. Man-made GHGs, many of which have greater heat-absorption potential than CO₂, include fluorinated gases, such as hydrofluorocarbons (HFCs), perfluorocarbons (PFC), and sulfur hexafluoride (SF₆). The accumulation of GHGs in the atmosphere regulates the earth's temperature. Without the natural heat trapping effect of GHGs, Earth's surface would be about 34° C cooler. However, it is believed that emissions from human activities, particularly the consumption of fossil fuels for electricity production and transportation, have elevated the concentration of these gases in the atmosphere beyond the level of naturally occurring concentrations (Cal EPA, 2006).

Pursuant to the requirements of SB 97, the *CEQA Guidelines* were amended to include feasible mitigation of GHG emissions and analysis of the effects of GHG emissions. The adopted *CEQA Guidelines* provide regulatory guidance on the analysis and mitigation of GHG emissions in CEQA documents, while giving lead agencies the discretion to set quantitative or qualitative thresholds for the assessment and mitigation of GHGs and climate change impacts.

The majority of individual projects do not generate sufficient GHG emissions to create a project-specific impact through a direct influence to climate change; therefore, the issue of climate change typically involves an analysis of whether a project's contribution towards an impact is cumulatively considerable. "Cumulatively considerable" means that the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, other current projects, and probable future projects (CEQA Guidelines, Section 15355).

Potential GHG impacts are evaluated per the annual threshold of 900 metric tons CO₂E as specified in the City of Indio Climate Action Plan (CAP) approved September 2019. Projects generating less than 900 MT CO₂E are determined to have a less than significant impact on

climate change. GHG emissions associated with the project’s construction period were estimated for 2021 and extrapolated over a period of 5 years to accommodate the construction cycle assumed for implementation of the projects. CalEEMod input parameters and output files are shown in Appendix E. The discussion below addresses project specific GHG emissions relative to the 900 MT CO2E annual emission threshold referenced above.

a) Construction activities would generate greenhouse gas (GHG) emissions. The project-related construction emissions would occur annually and were conservatively estimated assuming construction activities would occur during weekdays (263 days each year) over the course of year for five years. Modeling assumed a typical project would be completed in 18 workdays and generate 10.4 metric tons of CO2E. Assuming all projects are completed over a 5-year period, a total of 74 projects would need to be completed annually. The projects would generate 770 MT CO2E annually. Consistent with GHG methodology, emissions were amortized over a 30-year period to determine the annual construction-related GHG emissions over the life of the project. The proposed project would generate approximately 25.6 MT CO2E of GHG emissions annually as shown in Table 5 below.

Table 5
Estimated Greenhouse Gas Emissions

Emission Source	Annual Emissions (metric tons CO2E)
2021-2025 annually	770
Construction (amortized over 30 years)	25.6

Sources: Emissions reported are from CalEEMod mitigated construction data. See Appendix E for calculations.

Project emissions would be lower than the CAP threshold of 900 metric tons per year threshold.
Impacts would be less than significant.

b) The proposed project is the replacement/repair of sewer pipelines within the VSD service area. The projects do not include residential, commercial, or industrial development that would generate ongoing operational GHG emissions. Any GHG emissions associated with project inspection and maintenance would be the same as what occurs under existing conditions. No additional emissions would be generated. **No impact** would occur under this threshold.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
IX. <u>HAZARDS AND HAZARDOUS MATERIALS</u> - Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within ¼ mile of an existing or proposed school	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on a site which is included on a list of hazardous material sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Expose people or structures, either directly or indirectly, to a significant	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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IX. HAZARDS AND HAZARDOUS MATERIALS - Would the project:

risk of loss, injury, or death involving wildland fires?

a, b, c) The projects would require the use of diesel fuel and lubricants to operate the construction equipment and trucks; however, a fueling service would be used rather than storing fuel at the construction area. The projects are sewerline replacements. It does not include manufacturing or other activities that would involve the routine use, handling, storage, or transport of hazardous materials. Schools are located throughout the service area and projects will occur within proximity to schools. However, the fuel and other lubricants that may be used on-site would not generate hazardous emissions or otherwise be considered acutely hazardous materials or substances. A **less than significant** impact would occur.

d) Based on a review of available databases listing known hazard sites (Geotracker, Envirostar), there is evidence of hazardous environmental conditions having occurred within or in proximity to the project area. However, the projects do not involve residential or commercial development or development of sensitive uses on a site included on a list of hazardous material sites compiled pursuant to Government Code Section 65962.5. **No impact** would occur under this threshold.

e) Thermal Airport, is located approximately 5 miles from the VSD reclamation facility. The listed projects are not located within the Thermal Airport land use boundary or within 2 miles of a public use airport. **No impact** would occur.

f) Some of the projects may result in lane closures to accommodate construction; however, as segments of the projects are completed, the streets would be repaired and reopened. A traffic control plan would be prepared and provided to the local jurisdiction for review/approval prior to construction. As part of the review process, local emergency service providers would be consulted regarding project actions that could impact evacuation routes or otherwise impair emergency vehicle routing or evacuation during emergencies. Impacts would be **less than significant**.

g) The service area is not located in a Fire Hazard Severity Zone as designated in maps prepared by the California Department of Forestry and Fire Protection (CalFire FHSZ Viewer, access September 2020). The proposed projects are located in an urban area and do not involve residential or commercial development that would expand the population of the service area, and upon completion of project construction, the corridor would be returned to existing

conditions. **No impact** would occur under this threshold.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
IX. <u>HYDROLOGY AND WATER QUALITY</u> – Would the project:				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that project may impede sustainable groundwater management of the basin?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or through the addition of impervious surveys, in a manner which would:				
(i) result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(ii) substantially increase the rate or amount of surface water runoff which would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(iv) Otherwise impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
IX. <u>HYDROLOGY AND WATER QUALITY</u> – Would the project:				
d) In flood hazard, tsunami or seiche risk release of pollutants due to project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) The project area is primarily comprised of paved road corridors. The program consists of 371 segments or point locations throughout the VSD service area that have been identified as needing repair, rehabilitation or replacement/realignment. These projects vary in size and scope. Any project that would cumulatively affect more than one (1) acre would be required to comply with the 2009 General Construction Permit (Department of Water Resources (DWR)). These projects would also require filing a Notice of Intent with DWR and preparation of a Stormwater Pollution Prevention Plan to identify Best Management Practices (BMPs) that would be implemented to avoid or minimize erosion and discharge impacts associated with the proposed project. Any program projects that would affect less than one (1) acre would implement best management practices per a Water Quality Management Plan.

The projects would replace the existing ground cover (i.e., pavement or soil) and would not create more impervious area than what occurs under existing conditions. The projects would not substantially degrade water quality or otherwise violate discharge standards. Impacts would be **less than significant**.

b) The projects would not require potable water service. Project construction would not increase the amount of impervious surface; thus, groundwater recharge potential would not be affected. The VSD service area overlies the Whitewater River (Indio) Subbasin of the Coachella Valley Groundwater Basin. Groundwater is managed via the Coachella Valley Water Management Plan Update (2012) <https://www.cvwd.org/DocumentCenter/View/1322/Coachella-Valley-Water-Management-Plan-Executive-Summary-PDF?bidId=>. The project would not deplete groundwater or interfere with groundwater recharge or otherwise conflict with the Coachella Valley Water Management Plan. **No impact** would occur.

c) i) The project would install new sewer infrastructure. It would not modify on-site drainage or alter the course of an existing stream or river that would result in on- or off-site erosion or siltation. The projects would be subject to BMPs incorporated into the WQMP to address off-

site erosion of disturbed soils during construction. No off-site erosion or siltation would occur. **No impact** would occur under this threshold.

ii) The project would replace aging sewer infrastructure. The project would not increase the rate or amount of surface water runoff which would result in flooding on- or off-site. The project would not impede or redirect flood flows. The project would not expose people or structures to flood hazard from severe storm events. **No impact** would occur under this threshold.

iii) As referenced, the project would replace aging stormwater infrastructure. It would not generate substantial additional sources of polluted runoff. **No impact** would occur under this threshold.

iv) The project will not incorporate features that would impede storm flows or other drainage features such that on- or off-site flooding would occur. As referenced, the projects would replace sewer infrastructure. **No impact** would occur under this threshold.

d) The program projects are located within Zone X (FEMA Flood Insurance Rate Map No. 06065C2251G, 06065C2252G, 06065C2253G, 06065C2254G August 2008). The chance of annual flooding within Zone X is less than 0.2%. The program projects would not impede or redirect flood flows. The project does not include a residential component; thus, no housing would be constructed. The program area is not located in a dam inundation zone. Project implementation would not expose people or structures to flood hazard from severe storm events or dam failure. Seiches are oscillations of the surface of inland bodies of water that vary in period from a few minutes to several hours. Seismic excitations can induce such oscillations. Tsunamis are large sea waves produced by submarine earthquakes or volcanic eruptions. The service area is located well inland from the Pacific Ocean and there are no open water bodies in proximity to the service area that would impact the improvements should a seiche event occur. The service area is generally flat; thus, there are no slopes that would create a mudflow hazard. **No impact** would occur under this threshold.

e) This section provides an evaluation of project consistency with the Coachella Valley Water Management Plan Update (2012).

Coachella Valley Water Management Plan Update

The Coachella Valley Water Management Plan was initially adopted in September 2002. The goal of the Water Management Plan is to reliably meet current and future water demands in a cost-effective and sustainable manner. The 2010 Water Management Plan Update (2010 WMP Update) meets that need by defining how water demand will be met given changing conditions regarding water supplies, water demands, and evolving federal and state laws and regulations.

The projects would require minimal water use primarily for dust control. Post-construction, the projects would not require potable water. The project would not conflict with a water control or groundwater plan. **No impact** would occur under this threshold.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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XI. LAND USE AND PLANNING

-- Would the proposal:

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Physically divide an established community? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

a) The projects are located in heavily urbanized areas with residential, commercial, light industrial and institutional uses as well as undeveloped parcels. All construction would occur within street corridors or disturbed areas and all improvements would be located below ground. The project would not physically divide an existing community. **No impact** would occur.

b) The proposed project is subject to goals and policies within the City of Indio General Plans. The General Plan each contain language supporting the development of infrastructure as needed to serve current and future populations. The projects are one element of the overall capital facilities program being implemented by VSD to address demand for wastewater conveyance infrastructure. Installation of new sewer infrastructure would not conflict with any policy of the applicable planning documents. **No impact** would occur per this threshold.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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XII. 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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XII. MINERAL RESOURCES --

Would the project:

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

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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a, b) The City of Indio General Plan 2040 EIR (2020) shows sections of the project area is within mapped Mineral Resource Zone 1 (MRZ 1). MRZ 1 includes areas where available geologic information indicates that little likelihood exists for the presence of significant mineral resources. These are primarily sand and gravel resources. The proposed project would require excavation within existing disturbed street and pipeline corridors to replace aging sewer infrastructure. This would not require the extraction of mineral resources nor would construction result in the loss of availability of any known regional or local mineral resources. Therefore, **no impact** to mineral resources would occur.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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XIII. NOISE – Would the project result in:

- a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?
- b) Generation of excessive groundborne vibration or groundborne noise levels?

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

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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XIII. NOISE – Would the project result in:

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

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Noise levels (or volume) are generally measured in decibels (dB) using the A-weighted sound pressure level (dBA). The A-weighting scale is an adjustment to the actual sound power levels consistent with the human hearing response, which is most sensitive to frequencies around 4,000 Hertz (about the highest note on a piano) and less sensitive to low frequencies (below 100 Hertz).

Sound pressure level is measured on a logarithmic scale with the 0 dB level based on the lowest detectable sound pressure level that people can perceive (an audible sound that is not zero sound pressure level). Based on the logarithmic scale, a doubling of sound energy is equivalent to an increase of 3 dB, and a sound that is 10 dB less than the ambient sound level has no effect on ambient noise. Because of the nature of the human ear, a sound must be about 10 dB greater than the reference sound to be judged as twice as loud. In general, a 3 dB change in community noise levels is noticeable, while 1-2 dB changes generally are not perceived. Quiet suburban areas typically have noise levels in the range of 40-50 dBA, while those along arterial streets are in the 50-60+ dBA range. Normal conversational levels are in the 60-65 dBA range, and ambient noise levels greater than 65 dBA can interrupt conversations.

In addition to the instantaneous measurement of sound levels, the duration of sound is important since sounds that occur over a long period of time are more likely to be an annoyance or cause direct physical damage or environmental stress. One of the most frequently used noise metrics that considers both duration and sound power level is the equivalent noise level (L_{eq}). The L_{eq} is defined as the single steady A-weighted level that is equivalent to the same amount of energy as that contained in the actual fluctuating levels over a period of time (essentially, the average noise level). Typically, L_{eq} is summed over a one-hour period.

The time period in which noise occurs is also important since noise that occurs at night tends to be more disturbing than that which occurs during the daytime. Two commonly used noise

metrics – the Day-Night average level (L_{dn}) and the Community Noise Equivalent Level (CNEL) recognize this fact by weighting hourly L_{eq} over a 24-hour period. The L_{dn} is a 24-hour average noise level that adds 10 dB to actual nighttime (10:00 PM to 7:00 AM) noise levels to account for the greater sensitivity to noise during that time period. The CNEL is identical to the L_{dn} , except it also adds a 5 dB penalty for noise occurring during the evening (7:00 PM to 10:00 PM).

Vibration is sound radiated through the ground. The rumbling sound caused by the vibration of room surfaces is called ground borne noise. Ground borne vibration is almost exclusively a concern inside buildings and is rarely perceived as a problem outdoors. Ground-borne vibration related to human annoyance is generally related to velocity levels expressed in vibration decibels (VdB). However, construction-related groundborne vibration in relation to its potential for building damage can also be measured in inches per second (in/sec) peak particle velocity (PPV) (Federal Transit Administration, May 2006). Based on the FTA's *Transit Noise and Vibration Impact Assessment* and the California Department of Transportation's 1992 *Transportation-Related Earthborne Vibration, Technical Advisory*, vibration levels decrease by 6 VdB with every doubling of distance.

Noise exposure goals for various types of land uses reflect the varying noise sensitivities associated with those uses. Residences, hospitals, schools, guest lodging, libraries, and parks are most sensitive to noise intrusion; and therefore, have more stringent noise exposure targets than commercial or industrial uses that are not subject to impacts such as sleep disturbance. Sensitive land uses generally should not be subjected to noise levels that would be considered intrusive in character. Therefore, the location, hours of operation, type of use, and extent of development warrant close analysis in an effort to ensure that noise sensitive receptors are not substantially affected by noise.

Noise Standards

Federal Noise Policies. There are no federal noise requirements or regulations that apply directly to the City of Indio. However, there are federal regulations that influence the audible landscape, especially for projects where federal funding is involved. For example, the FHWA requires abatement of highway traffic noise for highway projects through rules in the Code of Federal Regulations (23 CFR Part 772), the Federal Transit Administration (FTA), and Federal Railroad Administration (FRA). Each agency recommends thorough noise and vibration assessments through comprehensive guidelines for any highway, mass transit, or high-speed railroad projects that would pass by residential areas.

Federal Vibration Policies. The Federal Transit Administration (FTA) has published guidelines for assessing the impacts of groundborne vibration associated with construction activities, which have been applied by other jurisdictions to other types of projects. The FTA measure of the threshold of architectural damage for non-engineered timber and mason buildings (e.g., residential units) is 0.2 in/sec PPV. The threshold of perception of vibration is 0.01 in/sec PPV (Federal Transit Administration, Office of Planning and the Environment, 2006).

State Noise Policies. Title 24, Section 3501 et. seq. of the California Code of Regulations codifies California Noise Insulation Standards. This code section uses the Community Noise Equivalency Level (CNEL) as its primary noise evaluation measurement. The CNEL measurement assesses noise variation during different times of the day for the purposes of averaging noise over a 24-hour period. Essentially, CNEL takes average sound levels at an observation point and adds a weighted penalty to those sounds that occur during the evening and nighttime hours. An interior noise level of 45 dBA CNEL is often considered the desirable noise exposure level for single-family residential units. An exterior noise level of 65 dBA is generally considered an acceptable level for residential and other noise-sensitive land uses.

State Vibration Policies. There are no state standards for traffic-related vibrations. California Department of Transportation’s (Caltrans) position is that highway traffic and construction vibrations generally pose no threat to buildings and structures. For continuous (or steady-state) vibrations; however, Caltrans considers the architectural damage risk level to be somewhere between 0.2 and 2.0 inches/second (California Department of Transportation, 2002).

City of Indio Noise Standards. The City of Indio Municipal Code Section 95C.08(C) limits the use of construction equipment between as follows:

- (1) Pacific Standard Time.
 - (a) Monday through Friday, 7:00 a.m. through 6:00 p.m.
 - (b) Saturday, 8:00 a.m. through 6:00 p.m.
 - (c) Sunday, 9:00 a.m. through 5:00 p.m.
 - (d) Government Holidays, 9:00 a.m. through 5:00 p.m.
- (2) Pacific Daylight Time.
 - (a) Monday through Friday, 6:00 a.m. through 6:00 p.m.
 - (b) Saturday, 7:00 a.m. through 6:00 p.m.
 - (c) Sunday, 9:00 a.m. through 5:00 p.m.
 - (d) Government Holidays, 9:00 a.m. through 5:00 p.m.

a) Temporary, construction-related noise would occur over the duration of project construction. The noise levels associated with the operation of common construction equipment are shown in Table 6. The noise levels are provided for reference purposes; not all equipment shown would be used for the proposed project. Noise levels are expected to occur within the ranges shown.

**Table 6
 Typical Construction Equipment Noise Levels**

Equipment Onsite	Typical Level (dBA) 25 Feet from the Source	Typical Level (dBA) 50 Feet from the Source	Typical Level (dBA) 100 Feet from the Source
Air Compressor	84	78	64
Backhoe	84	78	64

**Table 6
 Typical Construction Equipment Noise Levels**

Equipment Onsite	Typical Level (dBA) 25 Feet from the Source	Typical Level (dBA) 50 Feet from the Source	Typical Level (dBA) 100 Feet from the Source
Bobcat Tractor	84	78	64
Concrete Mixer	85	79	73
Bulldozer	88	82	76
Jack Hammer	95	89	83
Pavement Roller	86	80	74
Street Sweeper	88	82	76
Man Lift	81	75	69
Dump Truck	82	76	70

Source: Hanson, Towers and Meister, May 2006

Noise levels based on FHWA Roadway Construction Noise Model (2006) Users Guide Table 1.

Noise levels based on actual maximum measured noise levels at 50 feet (Lmax).

Construction equipment associated with the projects would include concrete saws, backhoes, loaders, concrete trucks, pavers and rollers. A doubling of sound energy yields an increase of three decibels, so multiple pieces of equipment operating together may cause relatively small increases in dBA above the decibel levels associated with one piece of such equipment.

Assuming three pieces of construction equipment operating at one time in the construction area, the worst-case combined noise level during the site preparation phase of construction is an estimated 93 dBA at a distance of 50 feet from the active construction area. There are residential areas within the program area that could experience temporary noise levels within this range. However, as referenced above, the City of Indio municipal codes exempt construction projects from noise standards, provided that the project complies with construction hour restrictions referenced above. The proposed project would comply with the limitation on hours of construction activity; thus, noise impacts during the construction phase would be **less than significant**.

The projects do not include noise generating equipment. Periodic maintenance visits would occur; however, that would be consistent with current activities throughout the VSD service area. Impacts would be **less than significant**.

b) Vibration is a unique form of noise because its energy is carried through buildings, structures, and the ground, whereas noise is simply carried through the air. Thus, vibration is generally felt rather than heard. Some vibration effects can be caused by noise; e.g., the rattling of windows from truck pass-bys. This phenomenon is caused by the coupling of the acoustic energy at frequencies that are close to the resonant frequency of the material being vibrated.

Typically, groundborne vibration generated by manmade activities attenuates rapidly as distance from the source of the vibration as vibration rapidly diminishes in amplitude with distance from the source. In the U.S., the ground motion caused by vibration is measured as particle velocity in inches per second and is referenced as vibration decibels (VdB).

The vibration velocity level threshold of perception for humans is approximately 65 VdB. A vibration velocity of 75 VdB is the approximate dividing line between barely perceptible and distinctly perceptible levels for many people. Typical outdoor sources of perceptible groundborne vibration in the vicinity of the proposed project are construction equipment and heavy duty vehicle traffic. If a roadway is smooth, the groundborne vibration from traffic is barely perceptible. The range of interest is from approximately 50 VdB, which is the typical background vibration velocity, to 100 VdB, which is the general threshold where minor damage can occur in fragile buildings.

Construction activity would be temporary and any vibrations would likely not persist for long periods. Assuming vibration levels would be similar to those associated with a loaded truck, typical groundborne vibration levels would be 86 VdB at 25 feet, 80 VdB at 50 feet, and 74 Vdb at 100 feet, based on the Federal Transit Administration’s (FTA’s) *Transit Noise and Vibration Impact Assessment* Manual (September 2018) as shown in Table 7.

Table 7
Typical Vibration Source Levels for Construction
Equipment

Equipment	Approximate VdB		
	25 Feet	50 Feet	100 Feet
Large Bulldozer	87	81	75
Loaded Trucks	86	80	74
Small Bulldozer	58	52	46

Source: Federal Transit Administration, 2018

Construction activity in the program area with the potential to cause groundborne vibration would be temporary in duration and occur within the timeframe designated within the Municipal Code sections referenced herein. Therefore, project construction would not involve any vibration sources that would expose people to excessive or prolonged groundborne vibration or groundborne noise levels. Impacts would be **less than significant**.

c) Thermal Airport is the closest airport and is located approximately 5 miles from the nearest projects. The projects are not located within the Thermal Airport land use boundary, within 2 miles of a public use airport. The project areas are located outside the boundaries of any airport

land use plan. No private airstrips are located in proximity to the program area. The program would not result in the construction of residential or other sensitive uses that could be adversely affected by airport noise. **No impact** would occur.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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XIV. POPULATION AND HOUSING –

Would the project:

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Induce substantial unplanned 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)? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

a) The program is to repair, rehabilitate or replace existing sewer pipelines in the VSD service area. The program would serve existing and anticipated demand within the VSD service area. The program would not induce population growth directly through the development of new residential occupancies or indirectly through the extension of utility infrastructure to a currently unserved area. Therefore, the program would result in **no impact** related to population growth.

b, c) The projects would be constructed within the urbanized VSD service area to increase capacity or improve reliability of the existing collection and conveyance system. The projects would not result in the removal of existing housing or the displacement of residents. **No impact** would occur.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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XV. PUBLIC SERVICES

a) Would the project 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, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

i) Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iii) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv) Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
v) Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a (i-v) The program would not induce population growth directly through the development of new residential occupancies or indirectly through the extension of utility infrastructure to a currently unserved area. The program would address existing and future demand for wastewater conveyance services and improve the reliability of the existing infrastructure. Demand for public services would not change as a result of project implementation and operation. Thus, the program would not require the provision of new or physically altered governmental facilities to maintain acceptable levels of service. **No impact** would occur.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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XVI. RECREATION --

a) Would the project increase the use of existing neighborhood and regional	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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XVI. RECREATION --

parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

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

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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a-b) The pipeline replacement projects would expand capacity and/or improve the reliability of the existing collection and conveyance system. The projects would not increase demand for recreational facilities such that the deterioration of such facilities would be accelerated. Further, the projects would not require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment. **No impact** would occur.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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XVII. TRANSPORTATION -- Would the project:

- a) Conflict with a program, plan, ordinance or policy addressing the circulation system including transit, roadway, bicycle and pedestrian facilities?
- b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?
- c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible use (e.g., farm

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

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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XVII. TRANSPORTATION -- Would the project:
 (equipment)?

d) Result in inadequate emergency access?

a) Construction of the projects may temporarily impede traffic flow when construction occurs within street corridors. Post- construction, the projects would not generate traffic with the exception of periodic maintenance visits that currently occur throughout the service area. A traffic control plan would be prepared by the contractor and submitted to VSD and the City of Indio for review and approval prior to construction. The purpose of the traffic control plan is to identify measures that would be implemented to address street/lane closures, identify construction haul routes and detour routes if needed. A **less than significant impact** would occur under this threshold.

b) No new vehicle trips would be required to operate and maintain the projects. The projects would not increase the Vehicle Miles Traveled (VMT) within the service area; and thus, would be inconsistent with CEQA Guidelines section 15064.3, subdivision (b). **No impact** would occur under this threshold.

c) The projects would not require any road improvements. All road surfaces would be returned to preconstruction conditions after completion of the individual projects. Thus, it would not result in design features that would increase hazards. **No impact** would occur.

d) The program projects would not alter emergency access routes. The traffic control plan would identify measures to ensure emergency access is maintained during construction. Post construction, no project-related activity would impair emergency access to the area. **No impact** would occur.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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XVIII. TRIBAL CULTURAL RESOURCES -- Would the project:

a) Cause a substantial adverse change in the significance of a

tribal cultural resource, defined in the Public Resource Code section 21074 as either a site, feature, place 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:

- i. Listed or eligible for listing in the California Register of Historic Places, or in a local register of historical resources as defined in Public Resource Code section 5020.1(k), or
- b) 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 Resource Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

a) As part of the Phase I Cultural Resources Assessment methodology, Anza Resource Consultants, Inc., contacted the Native American Heritage Commission (NAHC) requesting a Sacred Lands File database search (SLS). A total of 20 scoping letters were sent to the Tribes and individuals named by the NAHC. Three (3) responses were received as summarized in Section V, *Cultural Resources*.

Valley Sanitary District, as a lead CEQA agency, is required per AB52 to notify Native American Tribes that have requested consultation on proposed discretionary projects. Notices were sent on December 17, 2020. No responses or requests for consultation were received within the 30-day response period which concluded on January 17, 2021. VSD received a letter from the Agua Caliente Band of Cahuilla Indians on February 2, 2021 requesting consultation. A consultation meeting was held on February 23, 2021. A letter from the Agua Caliente Band of Cahuilla Indians dated March 26, 2021, concluding consultation was received on March 28,

2021. Mitigation Measure TCR-1 is provided below to address concerns regarding Tribal Cultural Resources.

TCR-1: Should human remains be discovered during construction of the proposed project, the project contractor would be subject to either the State law regarding the discovery and disturbance of human remains or the Tribal burial protocol. In either circumstance all destructive activity in the immediate vicinity shall halt and the County Coroner shall be contacted pursuant to State Health and Safety Code §7050.5. If the remains are determined to be of Native American origin, the Native American Heritage Commission (NAHC) shall be contacted. The NAHC will make a determination of the Most Likely Descendent (MLD). The City and Developer will work with the designated MLD to determine the final disposition of the remains.

Implementation of Mitigation Measure CUL-1, CUL-2 and TCR-1 would reduce potential impacts to Tribal Cultural Resources to **less than significant**.

b) The *Phase I Cultural Resources Assessment* referenced above, did not identify significant cultural resources within the project area pursuant to criteria set forth in subdivision (c) of Public Resource Code Section 5024.1. While no evidence has been presented to indicate the potential presence of undiscovered resources within the pipeline corridors, it is possible that previously undiscovered resources may occur. Mitigation Measure CUL-1 and TCR-1 would be implemented as needed to reduce potential impacts to less than significant.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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XIX. UTILITIES AND SERVICE SYSTEMS -- Would the project:

a) Require or result in the relocation or construction of new or expanded water, or wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities or expansion of existing facilities, the construction or relocation of which could cause significant environmental effects?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
XIX. UTILITIES AND SERVICE SYSTEMS -- Would the project:				
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a, c) The projects would convey wastewater to the existing VSD reclamation facility. They would address the need to repair and/or replace aging or undersized infrastructure. The projects would not create additional demand on existing facilities such that wastewater treatment standards would be exceeded or new or expanded facilities required. **No impact** would occur.

b) Some potable water may be required during construction for dust suppression. No potable water would be required for operation of the improvements. Thus, no new water entitlements would be necessary. **No impact** would occur.

d) The program projects would generate minimal construction/demolition waste (CDW). It is presumed that waste would be comprised of excavation materials that can't be reused and general construction debris. It is anticipated that most of the material excavated would be recycled and included as pipeline bedding and backfill. The California Integrated Waste

Management Act (CIWMA) of 1989 mandates that all cities and counties in California reduce solid waste disposed at landfills generated within their jurisdictions by 75%. CDW associated with the program projects will be recycled to the extent practicable with the remainder sent to a landfill. This would ensure compliance with the 75% reduction goal set by CIWMA. **A less than significant impact** would occur under this threshold.

e) The applicant and project contractor will comply with all local, state, and federal requirements for integrated waste management (e.g., recycling, green waste) and solid waste disposal as required by the CIWMA of 1989. **No impact** would occur under this threshold.

XX. WILDFIRES -- Would the project:

- a) Substantially impair an adopted emergency response plan or emergency evacuation plan?
- b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?
- c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?
- d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

a) The work area is located within urbanized areas within the City of Indio. Construction work would be temporary and may affect traffic operation where lane closures are required. However, traffic control plans would be implemented as needed to ensure emergency vehicle access is maintained. The projects will not add traffic, conflict with emergency response plans or impact evacuation routes. Thus, a **less than significant** impact would occur under this threshold.

b) The program area includes residential, commercial and industrial development. Prevailing wind is from the west/northwest and the service area is generally flat. There are no areas of native habitat within the service area that could burn in the event a wildfire occurs. Further, all project improvements would be underground; and thus, not subject to damage from wildfire. **No impact** would occur under this threshold.

c) The majority of the project area is comprised of urban street corridors. Provided traffic control plans are in place to ensure emergency access is maintained during construction, construction of program projects would not require improvements designed to address fire risk. **No impact** would occur under this threshold.

d) The program area is generally flat and urbanized. If the area were to burn, fires are anticipated to be isolated and would not result in substantive risk from landslide or mudflows from fire damage. **No impact** would occur under this threshold.

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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XVIII. MANDATORY FINDINGS OF SIGNIFICANCE –

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

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

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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projects, and the effects of probable future projects)?

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

a) The project would be constructed within urban street corridors, alleys and other disturbed areas. There are no threatened, endangered or sensitive plant or animal species occurring on the project area. Implementation of BIO-1 would avoid potential impacts to nesting bird species.

The project site has a low sensitivity to cultural or paleontological resources. However, Mitigation Measure CUL-1 is provided to address unanticipated discoveries of archaeological resources. Mitigation Measure CUL-2 and TCR-1 is provided to address unanticipated discoveries of human remains during excavation. These recommendations would avoid or minimize potentially significant impacts to previously undiscovered cultural resources. With implementation of Mitigation Measure CUL-1, CUL-2 and TCR-1, impacts to previously undiscovered tribal cultural resources would be **less than significant**.

b) As presented in the discussion of environmental checklist Sections I through XX, the program would have no impact, a less than significant impact, or a potentially significant impact unless mitigation is incorporated with respect to all environmental issues. With mitigation measures, potentially significant biological, cultural and tribal cultural resources impacts would be reduced to **less than significant**. Based on the limited scope of direct physical impacts to the environment associated with the proposed project, the impacts are project-specific in nature. Consequently, the program along with other cumulative projects would result in a **less than significant** cumulative impact with respect to all environmental issues with mitigation incorporated.

c) In general, impacts to human beings are associated with air quality, hazards and hazardous materials and noise. As presented in the environmental checklist discussions, impacts related to these topical areas would be less than significant or no impact. No significant or adverse impacts related to air quality, noise or hazards or hazardous materials were identified. Therefore, the project would have a **less than significant** impact on human beings.

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