DRAFT

Initial Study and Mitigated Negative Declaration

Oak Valley-Summerwind Offsite Sewer Project

October 2021

Lead Agency:

Yucaipa Valley Water District

Yucaipa Valley Water District
12770 Second Street
Yucaipa, CA 92399

Prepared by:

ECORP Consulting, Inc.
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DRAFT MITIGATED NEGATIVE DECLARATION
OAK VALLEY-SUMMERWIND OFFSITE SEWER PROJECT

Lead Agency: Yucaipa Valley Water District

Project Proponent: Yucaipa Valley Water District

Project Location: The Proposed Project is located in the Cities of Calimesa and Yucaipa, Riverside and San Bernardino Counties, California. The Project is located in Sections 14, 15, and 23 of Township 2 South, Range 2 West of the Yucaipa and El Casco, California USGS 7.5-minute topographic quadrangle maps.

Project Description: Yucaipa Valley Water District (YVWD) proposes to construct 14,600 linear feet of 10-inch and 12-inch parallel force mains and 9,500 linear feet of 18- to 21-inch gravity sewer main connecting the Summerwind Ranch Residential development to the Wochholz Regional Water Recycling Facility (WRWRF) in the City of Yucaipa.

Public Review Period: October 8, 2021 to November 8, 2021

Mitigation Measures Incorporated into the Project to Avoid Significant Effects:

Air Quality

AQ-1: YVWD shall ensure that all Project ground-disturbing equipment used during construction activities shall be California Air Resources Board (CARB) Tier 4 Certified, as set forth in Section 2423 of Title 13 of the California Code of Regulations, and Part 89 of Title 40 of the Code of Federal Regulations.

Biological Resources

BIO-1: Preconstruction Burrowing Owl Survey: A preconstruction wildlife survey shall be conducted for the burrowing owl prior to Project-related ground disturbance south of Sandalwood Drive. The survey shall be conducted within 14 days of initial ground disturbance (grading, grubbing, and construction) in accordance with the CDFW Staff Report on Burrowing Owl Mitigation (CDFW 2012). Typically if burrowing owls or active burrowing owl burrows are identified on a Project site during the survey, these features must be completely avoided during the owl breeding season (March 1 through August 31). If impacts to those features are unavoidable then the Project proponent must also develop an owl mitigation plan in consultation with CDFW. Mitigation methods may include passive relocation conducted between September 1 and February 28) outside of the owl breeding season. If an active owl burrow is identified, and construction is to proceed, then a qualified owl biologist (with two or more years of owl experience) can establish an appropriate disturbance-limit buffer around the burrow using flagging or staking. The buffer

limit size can be at the biologist's discretion based on topography of the site and other conditions. Construction activities shall not occur within any buffer zones until the burrow is deemed inactive by the qualified owl biologist through a minimum of weekly biological monitoring.

BIO-2: Least Bell's Vireo Survey: The riparian habitat south of Sandalwood Drive, within Garden Air Creek, should be avoided during the least Bell's vireo breeding season (March 15 through August 31). If Project-related ground disturbance south of Sandalwood Drive is proposed from March 15 through August 31, then the riparian areas must be avoided until the area has been shown by survey to not support least Bell's vireo. The survey shall consist of eight separate surveys, conducted at least 10 days apart, in accordance with all stipulations of the federal protocol for least Bell's vireo surveys (USFWS 2001) and by a qualified vireo biologist with at least 30 hours of positive survey experience with the species. Typically if least Bell's vireos are identified on a Project site during such a survey, impacts near riparian features supporting this species must be completely avoided until the breeding season is concluded. If avoidance is not feasible, then consultation with USFWS and CDFW would need to occur and possibly federal Endangered Species Act permitting to offset any impacts. Additional mitigation measures that could be implemented during a permitting process may include compensatory mitigation for loss of occupied habitat or vireo pairs.

BIO-3: Preconstruction Nesting Bird Survey: If construction or other Project activities are scheduled to occur during the bird breeding season (February 1 through August 31), a preconstruction nesting bird survey shall be conducted by a qualified biologist to ensure that active bird nests will not be disturbed or destroyed. The survey shall be completed no more than 3 days prior to initial ground disturbance. The nesting bird survey shall include the Project site and adjacent areas where Project activities have the potential to affect active nests, either directly or indirectly, due to construction activity, noise, or ground disturbance. If an active nest is identified, a qualified avian biologist shall establish an appropriate disturbance-limit buffer around the nest using flagging or staking. Construction activities shall not occur within any disturbance-limit buffer zones until the nest is deemed inactive by the qualified avian biologist through a minimum of weekly biological monitoring.

Cultural Resources

CUL-1: A qualified archaeological monitor shall monitor all ground-disturbing construction activities in native soils. The archaeological monitor shall work under the direction of a professional archaeologist, who is a Registered Professional Archaeologist (RPA) meeting the Secretary of the Interior's Professional Qualifications Standards for prehistoric and historic archaeology. If subsurface deposits believed to be cultural or human in origin are discovered during construction, all work must halt within a 60-foot radius of the discovery. The archaeological monitor and the professional archaeologist shall evaluate the significance of the find, and shall have the authority to modify the no-work radius as appropriate, using professional judgment. The following notifications shall apply, depending on the nature of the find:

- If the professional archaeologist determines that the find does not represent a cultural resource, work may resume immediately and no agency notifications are required.
- If the professional archaeologist determines that the find does represent a cultural resource from any time period or cultural affiliation, the archaeologist shall immediately notify the YVWD. The agency shall consult on a finding of eligibility and implement appropriate treatment measures if the find is determined to be an Historical Resource under CEQA, as defined in Section 15064.5(a) of the CEQA Guidelines, or an Historic Property, as defined in 36 CFR 60.4. Work may not resume within the no-work radius until the lead agencies, through consultation as appropriate, determine that the site either: 1) is not an Historical Resource under CEQA or an Historic Property under Section 106, or 2) that the treatment measures have been completed to their satisfaction.
- If the find includes human remains, or remains that are potentially human, the professional archaeologist shall ensure reasonable protection measures are taken to protect the discovery from disturbance (AB 2641). The archaeologist shall notify either the Riverside County Coroner or the San Bernardino County Coroner (per § 7050.5 of the Health and Safety Code), depending on in which county the find occurs. The provisions of § 7050.5 of the California Health and Safety Code, § 5097.98 of the California PRC, and AB 2641 will be implemented. If the Coroner determines the remains are Native American and not the result of a crime scene, the Coroner will notify the NAHC, which then will designate a Native American Most Likely Descendant (MLD) for the project (§ 5097.98 of the PRC). The designated MLD will have 48 hours from the time access to the property is granted to make recommendations concerning treatment of the remains. If the landowner does not agree with the recommendations of the MLD, the NAHC may mediate (§ 5097.94 of the PRC). If no agreement is reached, the landowner must rebury the remains where they will not be further disturbed (§ 5097.98 of the PRC). This will also include either recording the site with the NAHC or the appropriate Information Center; using an open space or conservation zoning designation or easement; or recording a reinternment document with the county in which the property is located (AB 2641). Work may not resume within the no-work radius until the lead agencies, through consultation as appropriate, determine that the treatment measures have been completed to their satisfaction.

CUL-2: If significant pre-contact and/or historic-era cultural resources, as defined by CEQA (as amended, 2015), are discovered and avoidance cannot be ensured, the professional archaeologist shall develop a Monitoring and Treatment Plan, the drafts of which shall be provided to SMBMI for review and comment. The archaeological monitor shall monitor the remainder of the project and implement the Plan accordingly.

Geology and Soils

GEO-1: Unanticipated Discovery – Paleontological Resource. If paleontological resources (i.e., fossil remains) are discovered during excavation activities, the contractor will notify YVWD and cease excavation within 100 feet of the find until a qualified paleontological professional can provide an

evaluation of the site. The qualified paleontological professional will evaluate the significance of the find and recommend appropriate measures for the disposition of the site (e.g. fossil recovery, curation, data recovery, and/or monitoring). Construction activities may continue on other parts of the construction site while evaluation and treatment of the paleontological resource takes place.

Hazards and Hazardous Materials

HAZ-1: Traffic Control Plan. Prior to construction, the Yucaipa Valley Water District shall prepare a Traffic Control Plan to ensure proper access to residences and businesses in the area by emergency vehicles during construction and to maintain traffic flow. Additionally, to reduce traffic impacts to Mesa View Middle School, construction activities should be limited, and school access shall be maintained at the intersection of 7th Street and Sandalwood Drive between the hours of 7:00 a.m. to 8:00 a.m. and 1:45 p.m. to 2:45 p.m.

Noise

NOI-1: In order to reduce construction noise at sensitive residential receptors adjacent to Project construction, a temporary noise barrier or enclosure shall be positioned between construction equipment and all residential properties within 20 feet of construction activities in a manner that breaks the line of sight between the construction equipment and these residences, to the extent feasible. The temporary noise barrier shall have a sound transmission class (STC) of 10 or greater in accordance with American Society for Testing and Materials Test Method E90, or at least 2 pounds per square foot to ensure adequate transmission loss characteristics. The temporary noise barrier can consist of a solid plywood fence at least 7/16-inch in thickness and/or flexible sound curtains, such as an 18-ounce tarp or a 2-inch-thick fiberglass blanket, attached to chain link fencing or some other support structure. The length, height, and location of the temporary noise barrier shall be adequate to assure proper acoustical performance. Specifically, the barrier must completely break the line of sight between construction equipment and residential properties within 20 feet of construction activity, must be free of degrading holes or gaps, and must not be flanked by nearby reflective surfaces. All noise control barrier walls shall be designed to preclude structural failure due to such factors as winds, shear, shallow soil failure, earthquakes, and erosion.

NOI-2: The following measures are required during all construction of the proposed Project:

- All construction equipment shall be operated as far away from residential structures as reasonably possible.
- Installation of the proposed water main line shall be implemented without the use of vibratory rollers. Pneumatic rollers are permitted.

Tribal Cultural Resources

TCR-1: The San Manuel Band of Mission Indians Cultural Resources Department (SMBMI) shall be contacted of any pre-contact and/or historic-era cultural resources discovered during project

implementation, and be provided information regarding the nature of the find, so as to provide Tribal input with regards to significance and treatment. Should the find be deemed significant, as defined by CEQA (as amended, 2015), a Cultural Resources Monitoring and Treatment Plan shall be created by the professional archaeologist, in coordination with SMBMI, and all subsequent finds shall be subject to this Plan. This Plan shall allow for a monitor to be present that represents SMBMI for the remainder of the project, should SMBMI elect to place a monitor on-site.

TCR-2: Any and all archaeological/cultural documents created as a part of the project (isolate records, site records, survey reports, testing reports, etc.) shall be supplied by the professional archaeologist to the YVWD for dissemination to SMBMI. The YVWD shall, in good faith, consult with SMBMI throughout the life of the project.

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ACRONYMS AND ABBREVIATIONS

AB	Assembly Bill
AQMP	Air Quality Management Plan
BMPs	Best Management Practices
CalEEMod	California Emissions Estimator Model
Caltrans	California Department of Transportation
CARB	California Air Resources Board
CBC	California Building Code
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
CH_4	Methane
CO	Carbon Monoxide
CO_2	Carbon Dioxide
CO_2e	Carbon Dioxide Equivalent
CO Plan	Federal Attainment Plan for Carbon Monoxide
CNDDB	California Natural Diversity Database
CNPS	California Native Plant Society
CRHR	California Register of Historic Places
CWA	California Water Act
DTSC	Department of Toxic Substances Control
EIC	Eastern Information Center
EIR	Environmental Impact Report
EPA	Environmental Protection Agency
FEIR	Final Environmental Impact Report
FEMA	Federal Emergency Management Agency
FIRM	Flood Insurance Rate Map
GHGs	Greenhouse Gases
LSTs	Localized Significance Thresholds
MBTA	Migratory Bird Treaty Act
MLD	Most Likely Descendent
MMT	Million Metric Tons
MND	Mitigated Negative Declaration
MRZ	Mineral Resource Zone
MSHCP	Multiple Species Habitat Conservation Plan
$MTCO_2eq$	Metric Tons of Carbon Dioxide Equivalent
NAHC	Native American Heritage Commission
ND	Negative Declaration
NPDES	National Pollutant Discharge Elimination System
N_2O	Nitrous Oxide
NO_x	Nitrogen Oxides
NRCS	Natural Resources Conservation Service

NRHP	National Register of Historic Places
OHV	Off-Highway Vehicle
OHWM	Ordinary High-Water Mark
OPR	California Office of Planning and Research
PM_{10} and $PM_{2.5}$	Particulate Matter
RCPG	Regional Comprehensive Plan and Guide
ROG	Reactive Organic Gases
RTP	Regional Transportation Plan
RWQCB	Regional Water Quality Control Board
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCS	Sustainable Communities Strategy
SGMA	Sustainable Groundwater Management Act
SIP	State Implementation Plan
SP	Service Population
SSC	Species of Special Concern
SoCAB	South Coast Air Basin
SR	State Route
SRA	State Responsibility Area
SWPPP	Storm Water Pollution Prevention Plan
SWRCB	State Water Resources Control Board
USACE	U.S. Army Corps of Engineers
USEPA	U.S. Environmental Protection Agency
USGS	U.S. Geological Survey
UWMP	Urban Water Management Plan
VHFHSZ	Very High Fire Hazard Severity Zone
WRWRF	Wochholz Regional Water Recycling Facility
YVWD	Yucaipa Valley Water District
VHFHSZ	Very High Fire Hazard Severity Zone

SECTION 1.0 BACKGROUND

1.1 Summary

Project Title: Oak Valley-Summerwind Offsite Sewer Project

Lead Agency Name and Address:
Yucaipa Valley Water District
12770 Second Street
Yucaipa, CA 92399

Contact Person and Phone Number:
Joseph Zoba
General Manager
Yucaipa Valley Water District
Phone: (909) 797-5119
Email: jzoba@yvwd.us

Project Location: The Proposed Project is located in the cities of Calimesa and Yucaipa, Riverside and San Bernardino Counties, California. The Project is located in Sections 14, 15, and 23 of Township 2 South, Range 2 West of the Yucaipa and El Casco, California USGS 7.5-minute topographic quadrangle maps (Figures 1 and 2).

General Plan Designation:
- Public Right-of-Way (City of Calimesa and City of Yucaipa)
- Open Space - Natural, Mixed Use (City of Calimesa)

Zoning:
- Public Right-of-Way (City of Calimesa and City of Yucaipa)
- Open Space - Natural, Mixed Use (City of Calimesa)

1.2 Introduction

The Yucaipa Valley Water District (YVWD) is the Lead Agency for this Initial Study. The Initial Study has been prepared to identify and assess the anticipated environmental impacts of the Oak Valley-Summerwind Offsite Sewer Project (Proposed Project). This document has been prepared to satisfy the California Environmental Quality Act (CEQA) (Pub. Res. Code, Section 21000 *et seq.*) and State CEQA Guidelines (14 CCR 15000 *et seq.*). CEQA requires that all state and local government agencies consider the environmental consequences of projects over which they have discretionary authority before acting on those projects. A CEQA Initial Study is generally used to determine which CEQA document is appropriate for a project (Negative Declaration [ND], Mitigated Negative Declaration [MND], or Environmental Impact Report [EIR]).

1.3 Surrounding Land Uses/Environmental Setting

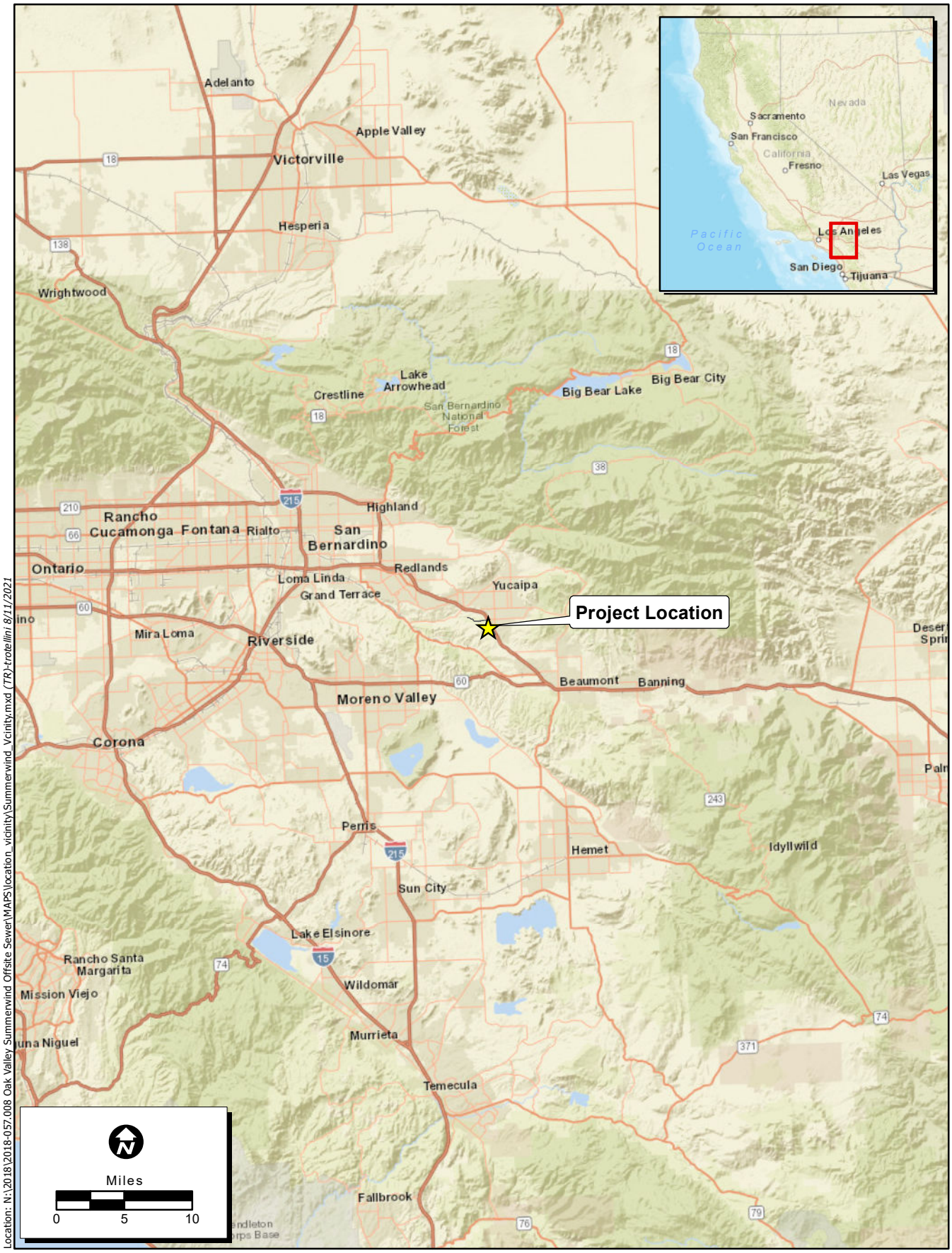
The Project Site is predominately located in the City of Calimesa, with a small portion located within the City of Yucaipa (Figure 1). The City of Calimesa covers approximately 23.2 square miles within the County of Riverside; the City is bordered by the City of Beaumont to the south and City of Yucaipa to the north. The City of Yucaipa covers approximately 27.8 square miles within the County of San Bernardino. The City of Yucaipa is bordered by the City of Redlands to the west, the unincorporated community of Oak Glen to the east, County of San Bernardino to the north, and the City of Calimesa to the south. Specifically, the majority of the Proposed Project would be located within the existing road right-of-way along County Line Road, 7th Place, West Avenue L, and 7th Street. The Project also extends south of Sandalwood Drive, where pipeline installation would occur within undeveloped land adjacent to Interstate 10 (I-10) (Figure 2).

The Project would be located in Sections 14, 15, and 23 of Township 2 South, Range 2 West of the Yucaipa and El Casco, California USGS 7.5-minute topographic quadrangle maps (Figures 1 and 2). The Project is located approximately five miles northwest of the junction of I-10 and Highway 60, and approximately seven miles south of the foothills of the San Bernardino National Forest. The topography in the region consists of gently to moderately rolling hills and ridgelines, separated by broad valleys and narrow ravines, all scattered with oak trees and scrub vegetation. These valleys and ravines act as natural drainage courses and contain several streambeds.

The northern portion of the Project is located within existing public road right-of-way and is surrounded on all sides by open space and low-density residential and commercial land uses. The southern portion of the Project (south of Sandalwood Drive) is located outside of the public road right-of-way. This portion is bordered by open space to the west and the I-10 freeway to the east. Surrounding land uses are summarized in Table 1-1.

Table 1-1. Surrounding Land Uses

	Land Use Designation	Zoning Designation	Existing Land Use
Project Site	• Public Right-of-Way • Open Space – Natural, Mixed Use (City of Calimesa)	• Public Right-of-Way • Open Space – Natural, Mixed Use (City of Calimesa)	Minor Arterial Roadway Open Space
North	• Medium Density Residential, Rural Residential, Open Space, Community Commercial, Mixed Use, Public Institutional (City of Calimesa) • PUB - Public Facilities, OS - Open Space (City of Yucaipa)	• Open Space – Natural, Mixed Use, City Commercial, Rural Residential, Residential Low/Medium, Residential Low (City of Calimesa) • PUB - Public Facilities, OS - Open Space (City of Yucaipa)	I-10 Freeway Single Family Homes Commercial Open Space
East	• I-10 Freeway • Medium Density Residential, Open Space, Community Commercial, Mixed Use, Public Institutional (City of Calimesa) • PUB - Public Facilities, OS - Open Space (City of Yucaipa)	• Open Space – Natural, Mixed Use, City Commercial, Rural Residential, Residential Low/Medium (City of Calimesa)	I-10 Freeway Single Family Homes Commercial Open Space
South	• Medium Density Residential, Open Space, Community Commercial, Mixed Use, Public Institutional (City of Calimesa) • PUB - Public Facilities, OS - Open Space (City of Yucaipa)	• Mixed Use, City Commercial, Rural Residential, Residential Low/Medium, Residential Low (City of Calimesa)	Single Family Homes Commercial Open Space
West	• Medium Density Residential, Open Space, Community Commercial, Mixed Use, Public Institutional (City of Calimesa) • PUB - Public Facilities, OS - Open Space (City of Yucaipa)	• Open Space – Natural, Mixed Use, City Commercial, Rural Residential, Residential Low/Medium, Residential Low (City of Calimesa)	Single Family Homes Commercial Open Space
Source: City of Calimesa 2014, City of Yucaipa 2016			



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Map Date: 8/11/2021

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Figure 1. Project Vicinity

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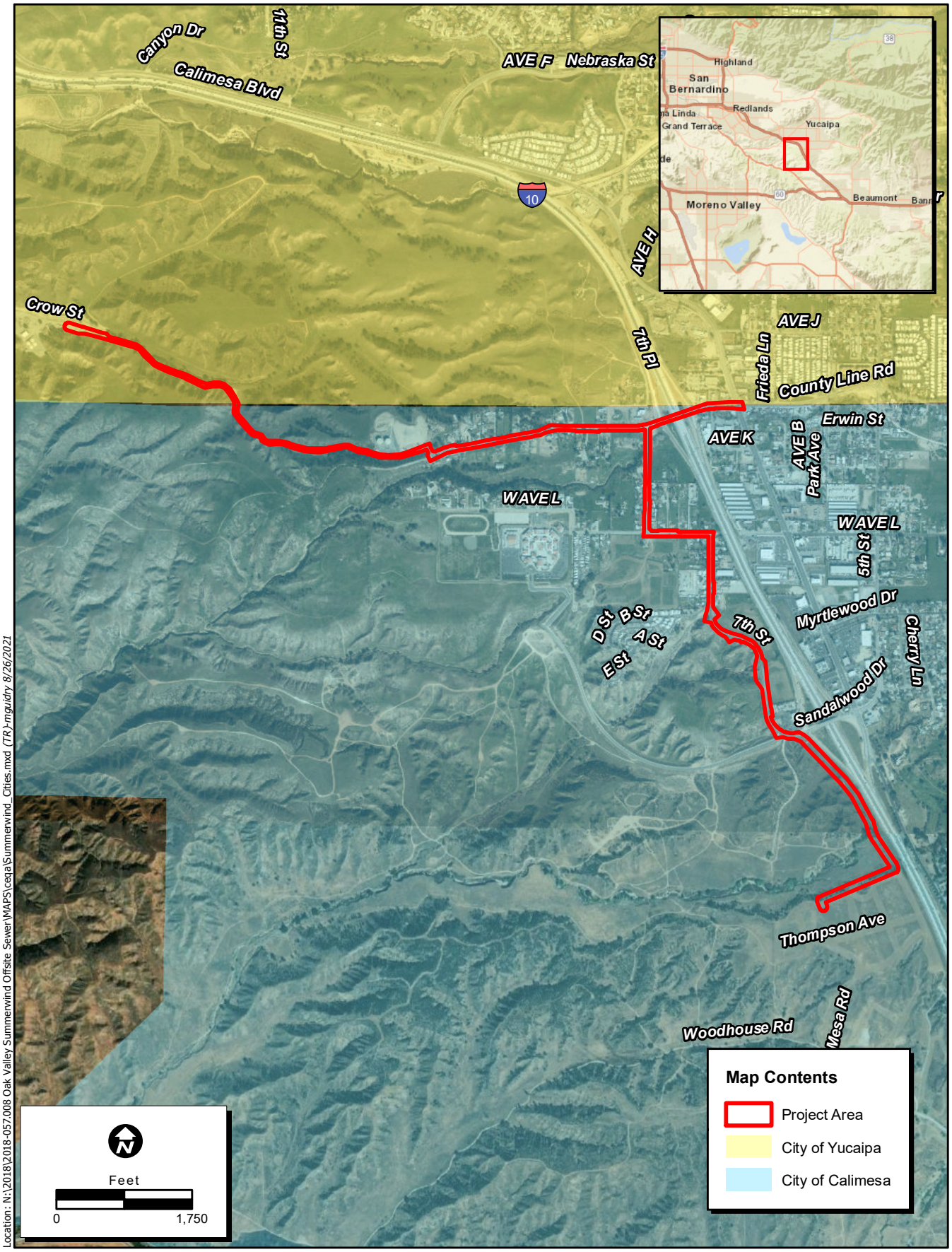

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Figure 2. Project Location

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SECTION 2.0 PROJECT DESCRIPTION

2.1 Project Characteristics

YVWD proposes to construct 14,600 linear feet of 10-inch and 12-inch parallel force mains and 9,500 linear feet of 18- to 21-inch gravity sewer main connecting the Summerwind Ranch residential development in the City of Calimesa to the existing Wochholz Regional Water Recycling Facility (WRWRF) in the City of Yucaipa.

2.1.1 Pipeline Alignment

Where future Roberts Road is intended to cross the Garden Air Creek at the southernmost Project boundary, the pipeline alignment turns due east south of the creek and continues to the Interstate 10 Caltrans right-of-way; this east-west alignment is located in a strip of land contiguous with the north boundary of the Summerwind residential development (Figure 3 Sheet 3). Once the pipeline alignment reaches the Caltrans right-of-way, it turns northerly and continues in a strip of land contiguous to the westerly Caltrans right-of-way until it reaches Sandalwood Drive; those properties are currently owned by the Western Riverside County Regional Conservation Authority (WRCRCA) and the Mesa Verde Project. A portion of the pipeline would be installed underneath the Garden Air Creek using a bored and jacked casing. Once in Sandalwood Drive, the pipeline alignment would continue in public road right-of-way northerly in Sandalwood Drive and 7th Street, westerly along Ave L, then northerly in 7th Place to a discharge manhole at the intersection of 7th Place and County Line Road (Figure 3 Sheet 2). From the discharge manhole the pipeline alignment would continue westerly in County Line Road until it reaches the entrance to the WRWRF, and from there would continue westerly in the treatment plant access road until it discharges into the headworks of the treatment plant (Figure 3 Sheet 1). The alignment would also extend 1,200 linear feet easterly along County Line Road from 7th Place to Calimesa Boulevard.

The majority of the sewer force mains and gravity sewer will be constructed within public road right-of-way. However, that portion of the alignment starting at the north boundary of New Roberts Road until it reaches Sandalwood Drive is located within undeveloped private property that would require property dedications to YVWD to both construct and maintain the force mains. Property dedications will be required from the Summerwind developer along its north property boundary, the WRCRCA along its easterly property boundary, and the Mesa Verde developer on its easterly property boundary starting at Garden Air Creek and continuing to Sandalwood Drive. Because a road will need to be graded along the alignment and there will be dual force mains constructed within a single trench, the property dedication will be 60 feet wide.

Construction of the pipeline alignment within the public road right-of-way would include trenches approximately five feet wide. A 20-foot-wide working zone would be required for spoil piles and equipment. Construction along the pipeline alignment outside of the public road right-of-way (south of Sandalwood Drive) would require an average width of 50 feet. The entire Project Area consists of approximately 29 acres.

2.1.2 Force Mains

The force main pipeline would follow the alignment described above, from the southernmost Project boundary to the intersection of 7th Place and County Line Road. The force mains are designed to carry a range of flows starting with low flows during initial operation, and then gradually increasing flows, and then finally ultimate flows when the Summerwind residential developments are built-out. Initially, sewage would flow through the 10-inch force main at a rate of 800 gallons per minute (gpm), which is greater than the initial peak sewage flow of 357 gpm. When flows increase and the flow rate approaches the capacity of the 10-inch force main (at approximately 750 gpm) the station discharge will be switched to the 12-inch force main. The sewage would then discharge through the 12-inch force main at a rate of 1,175 gpm until the sewage flow rate approaches the capacity of the 12-inch force main (at approximately 1,100 gpm). Once the 12-inch capacity is met, both force mains would be used and sewage will then discharge from the station through both the 10-inch and 12-inch force mains at a design flow rate of 1,782 gpm.

2.1.3 Gravity Sewer

The extended force main would convey the sewage to a new discharge manhole located at the intersection of 7th Place and County Line Road where it can discharge into a new gravity sewer pipeline. The gravity sewer pipeline would then run westerly in County Line Road the remaining distance to the WRWRF. The Project would also extend the new sewer pipeline easterly in County Line Road from the 7th Place manhole to the intersection of Calimesa Boulevard (approximately 1,200 linear feet of 18- to 21-inch pipeline) to divert current flows in the Calimesa Boulevard sewer pipeline to the new sewer pipeline in County Line Road (Figure 3).

2.2 Project Timing

It is anticipated that construction would take eight months and would occur in 2022.

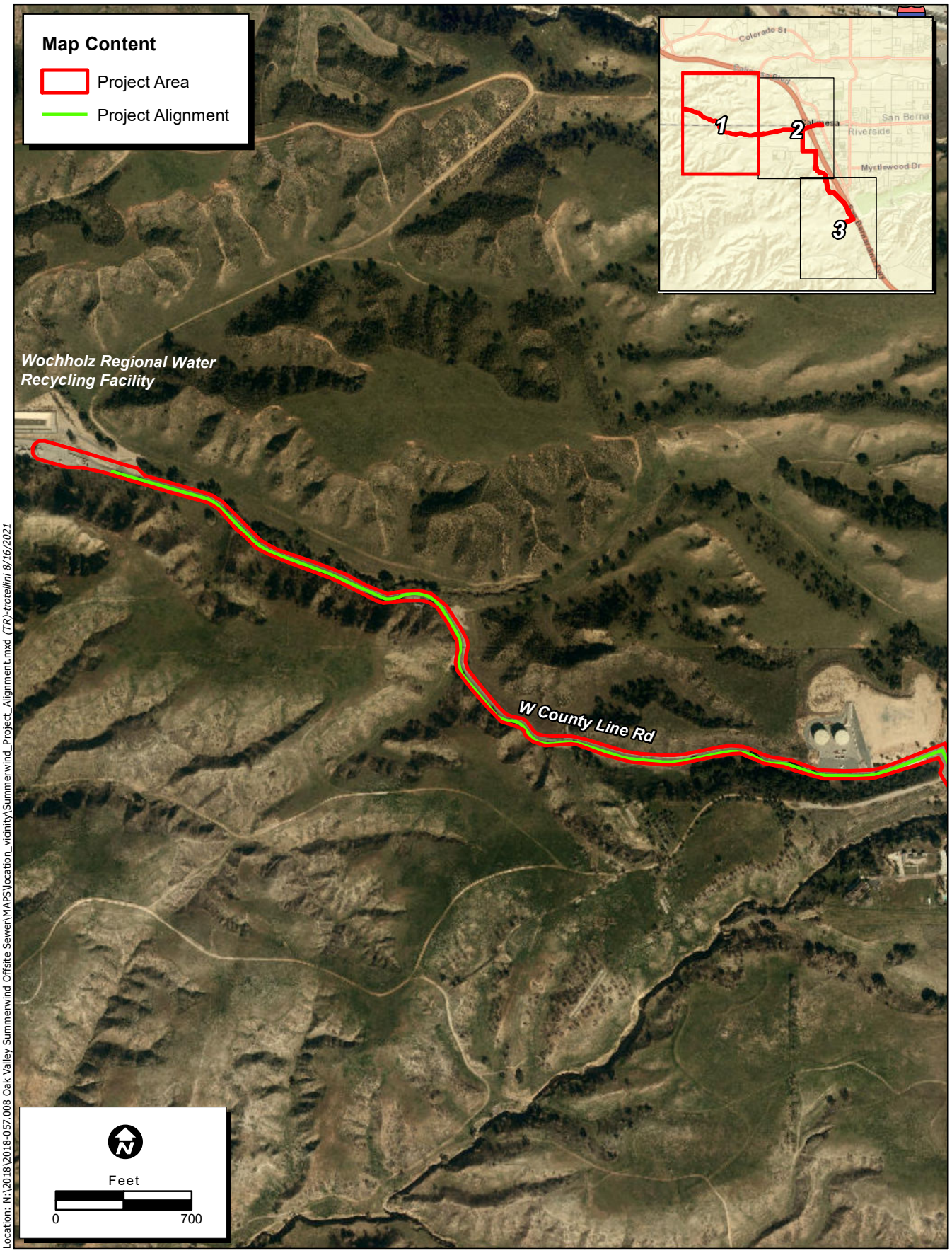

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Figure 3. Project Alignment
Sheet 1 of 3
2018-057.008 Oak Valley Summerwind Offsite Sewer

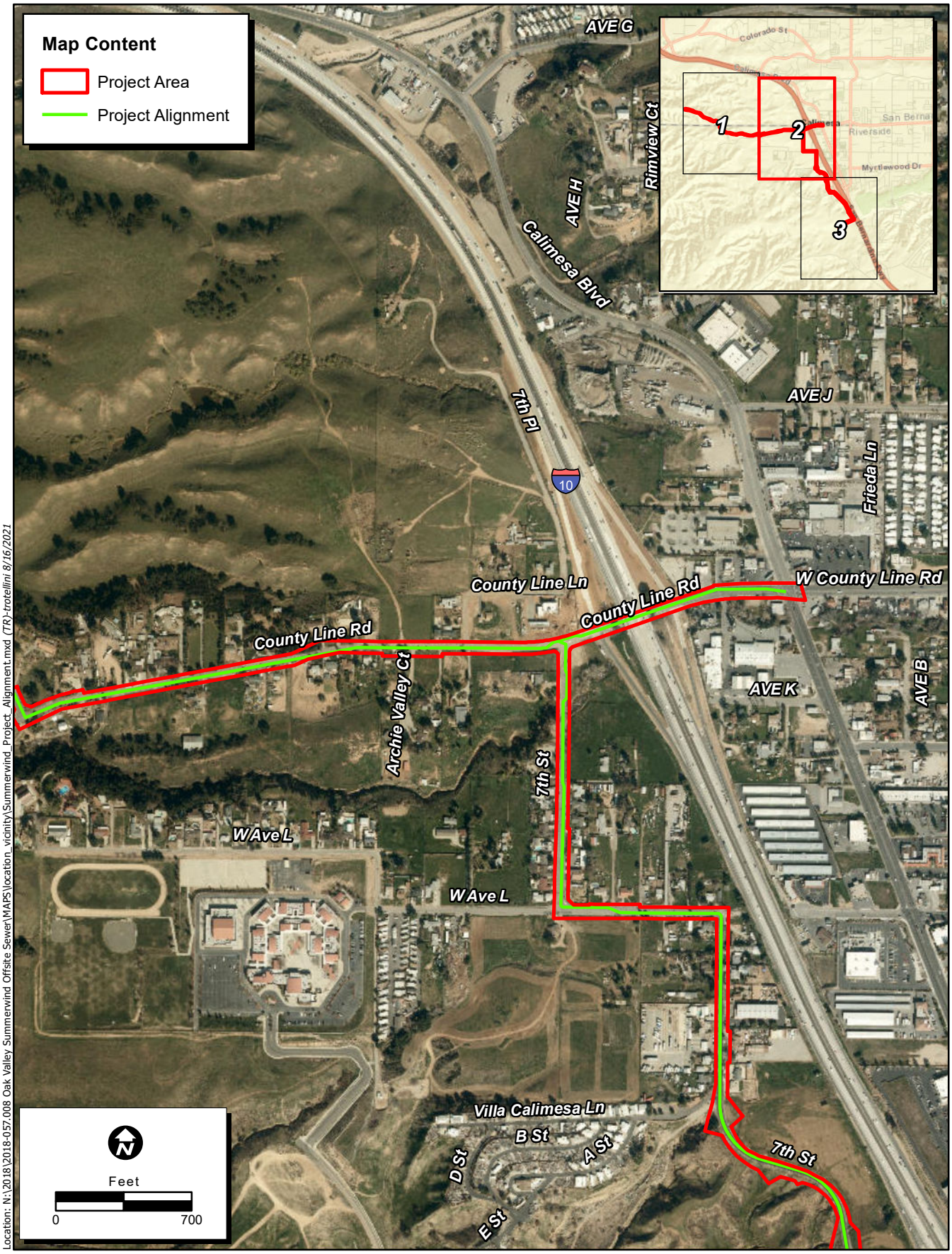

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Figure 3. Project Alignment
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2018-057.008 Oak Valley Summerwind Offsite Sewer

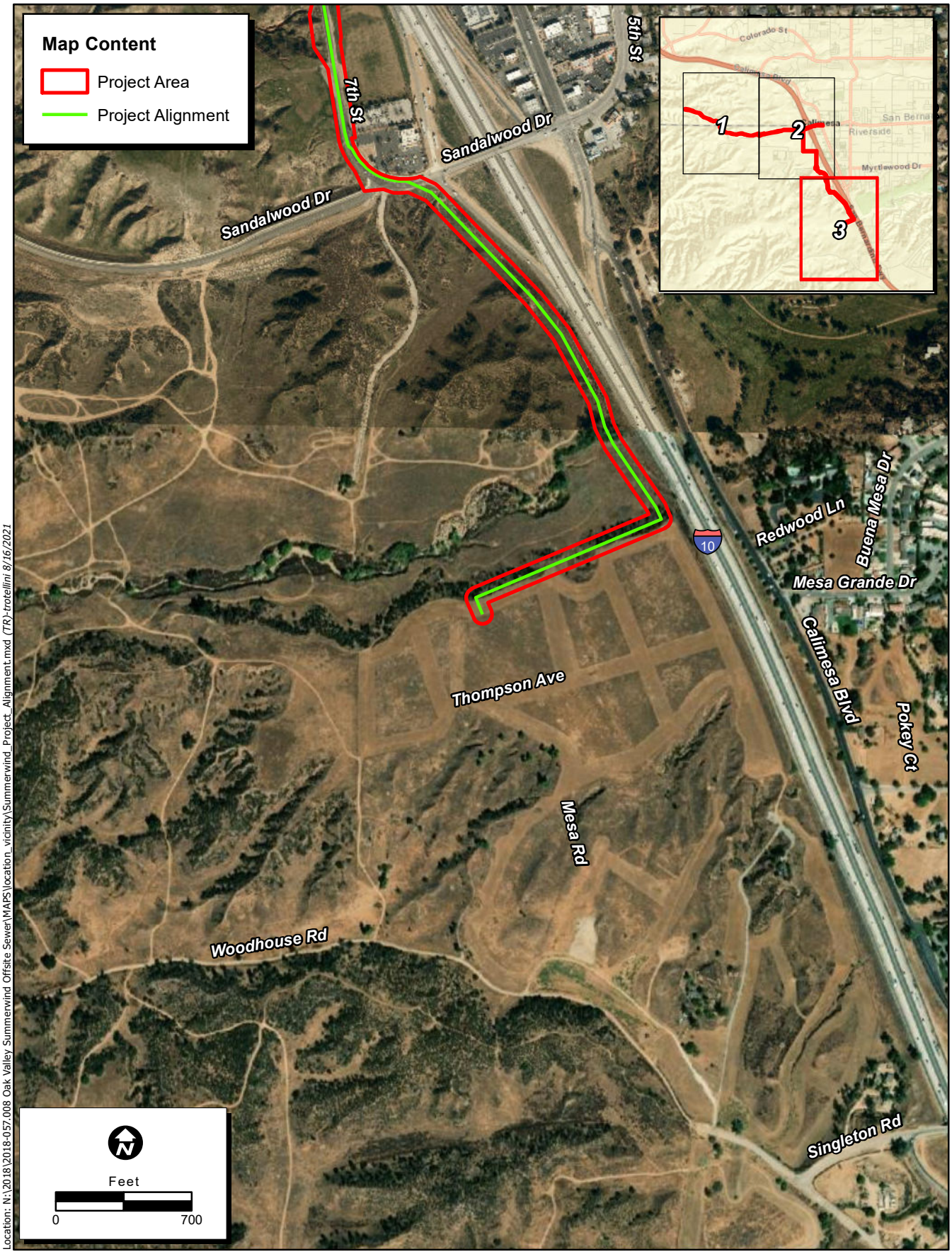

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Figure 3. Project Alignment
Sheet 3 of 3
2018-057.008 Oak Valley Summerwind Offsite Sewer

2.3 Regulatory Requirements, Permits, and Approvals

The following approvals and regulatory permits would be required for implementation of the Proposed Project:

- National Pollutant Discharge Elimination System (NPDES) Permit
- Application for Water Quality Certification with the State Water Resources Control Board (SWRCB), through the Santa Ana Regional Water Quality Control Board
- Notification of Lake or Streambed Alteration with the California Department of Fish and Wildlife (CDFW)

2.4 Consultation with California Native American Tribe(s)

On August 18, 2021, YVWD sent Project notification letters to two California Native American tribal representatives, which had previously submitted general consultation request letters pursuant to 21080.3.1(d) of the Public Resources Code. These tribes included the San Manuel Band of Mission Indians and the Morongo Band of Mission Indians. No response was received from the Morongo Band of Mission Indians as of the date of publication of this Initial Study. The San Manuel Band of Mission Indians requested consultation pursuant to Public Resources Code section 21080.3.1. Ultimately, the YVWD and the tribe agreed to specific mitigation measures for tribal cultural resources. A summary of the consultation process, including the determination of significance of impacts to tribal cultural resources, is provided in Section 4.18 of this Initial Study.

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SECTION 3.0 ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED AND DETERMINATION

3.1 Environmental Factors Potentially Affected

The environmental factors checked below would be potentially affected by this Project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

☐ Aesthetics	☒ Hazards/Hazardous Materials	☐ Recreation
☐ Agriculture and Forestry Resources	☐ Hydrology/Water Quality	☒ Transportation
☒ Air Quality	☐ Land Use and Planning	☒ Tribal Cultural Resources
☒ Biological Resources	☐ Mineral Resources	☐ Utilities and Service Systems
☒ Cultural Resources	☒ Noise	☐ Wildfire
☐ Energy	☐ Population and Housing	☒ Mandatory Findings of Significance
☒ Geology and Soils	☐ Public Services	
☐ Greenhouse Gas Emissions		

Determination

On the basis of this initial evaluation:

I find that the Project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.	☐
I find that although the 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 Project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.	☐
I find that the 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 Project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the Project, nothing further is required.	☐

Joseph Zoba
General Manager

Date

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SECTION 4.0 ENVIRONMENTAL CHECKLIST AND DISCUSSION

4.1 Aesthetics

4.1.1 Environmental Setting

The Project is predominantly located in the City of Calimesa with a small portion in the City of Yucaipa. Calimesa is characterized by foothills in the city's eastern area, with a mesa area extending through the central and western portions of the city, gradually sloping south and west toward San Timoteo Creek (City of Calimesa 2014). The overall visual quality of the City is characterized by the diversity of landscape types contrasted with the surrounding environment. The topography of the City is marked by foothills in its eastern boundary, nearly level topography in its northern and central areas, and gently sloping areas in the south western boundary. Although the City and the surrounding ridgelines provide visual amenities, there are no specially designated scenic resources, according to the City's General Plan (City of Calimesa 2010).

The City of Yucaipa's physical setting in the valley and foothills of the San Bernardino Mountains affords scenic views of the San Bernardino Mountains, Crafton Hills, and other undeveloped hilly areas to the northeast (City of Yucaipa 2015). Scenic views in the Project vicinity consist of the San Bernardino Mountains and Angeles National Forest to the north. The City of Yucaipa's General Plan identifies four main circulation corridors in Yucaipa as scenic highways: Yucaipa Boulevard, Bryant Street, Oak Glen Road, and Wildwood Canyon Road (City of Yucaipa 2010). None of these corridors are within the vicinity of the Proposed Project.

State Scenic Highways

The California Scenic Highway Program protects and enhances the scenic beauty of California's highways and adjacent corridors. A highway can be designated as scenic based on how much natural beauty can be seen by users of the highway, the quality of the scenic landscape, and if development impacts the enjoyment of the view.

According to the California Scenic Highway Mapping System of the California Department of Transportation (Caltrans), there are no state-designated scenic highways in or near the cities of Calimesa Yucaipa. The nearest officially designated state scenic highway is a 16-mile portion of SR-38 that crosses the San Bernardino Mountains southeast of Big Bear Lake. This portion of SR-38 is approximately 11 miles northeast of Yucaipa, but the segment of SR-38 that continues south from the San Bernardino Mountains toward the northern boundary of the City and intersects with I-10 to the west is considered an *Eligible State Scenic Highway – Not Officially Designated* by Caltrans (Caltrans 2019). Therefore, the Project Site is not within the viewshed of a State Scenic Highway.

4.1.2 Aesthetics (I) Environmental Checklist and Discussion

Except as provided in Public Resources Code Section 21099, would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☒	☐

The Proposed Project would install sewer pipelines primarily within existing roads. Public improvements would occur within the existing right-of-way of County Line Road, 7th Place, West Avenue L, and 7th Street. The Project also extends south of Sandalwood Drive, where pipeline installation would occur within undeveloped land adjacent to the I-10 freeway. Scenic views in the Project Area consist of views toward the San Bernardino Mountains to the north and the Angeles National Forest to the northwest, however these views are partially obstructed by surrounding development. There are no designated scenic vistas in the vicinity of the Project.

Short-term construction activities could potentially temporarily degrade the existing visual character and quality of the site and surroundings. During the construction phase, various equipment, vehicles, building materials, stockpiles, disposal receptacles, and related activities would be visible along the Project Site. However, construction-related activities would be short-term and temporary in nature. Once completed, all general construction activities would cease, along with any construction-related aesthetic impacts. A less than significant impact would occur.

Except as provided in Public Resources Code Section 21099, would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☒

According to the Calimesa and Yucaipa General Plan Environmental Impact Reports and Caltrans, there are no officially designated state scenic highways in the City (Caltrans 2019). The nearest officially designated state scenic highway is a 16-mile portion of SR-38 that crosses the San Bernardino Mountains southeast of Big Bear Lake. This portion of SR-38 is approximately 11 miles northeast of Yucaipa, but the segment of SR-38 that continues south from the San Bernardino Mountains toward the northern boundary of the City and intersects with I-10 to the west is considered an *Eligible State Scenic Highway – Not Officially Designated* by Caltrans (Caltrans 2019). Therefore, the Project Site is not within the viewshed of a State Scenic Highway. No impact would occur.

Except as provided in Public Resources Code Section 21099, would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views 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?	☐	☐	☒	☐

The Proposed Project is primarily located in a developed area characterized by residential land uses. The majority of proposed improvements would be located within existing paved roads, and all improvements would be below ground. Once construction is complete Project Areas would be returned to the pre-Project condition. Therefore, the Proposed Project would not substantially affect the existing visual character or quality of the site and its surroundings. Because there are no designated scenic views in the vicinity, the Proposed Project would not conflict with zoning or scenic quality regulations. A less than significant impact would occur.

Except as provided in Public Resources Code Section 21099, would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
d) Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?	☐	☐	☐	☒

The Proposed Project would not require lighting or include sources of glare during construction or operation. No impact would occur.

4.1.3 Mitigation Measures

No significant impacts were identified, and no mitigation measures are required.

4.2 Agriculture and Forestry Resources

4.2.1 Environmental Setting

Forest land as defined by Public Resources Code Section 12220(g) is "…land that can support 10-percent native tree cover of any species, including hardwoods, under natural conditions, and that allows for management of one or more forest resources, including timber, aesthetics, fish and wildlife, biodiversity, water quality, recreation, and other public benefits."

Timberland as defined by Public Resources Code Section 4526 means "…land, other than land owned by the federal government and land designated by the board as experimental forest land, which is available

for, and capable of, growing a crop of trees of a commercial species used to produce lumber and other forest products, including Christmas trees. Commercial species shall be determined by the board on a district basis."

Timberland zoned Timberland Production is defined by Public Resources Code Section 51104(g) as "..an area which has been zoned pursuant to Section 51112 or 51113 and is devoted to and used for growing and harvesting timber, or for growing and harvesting timber and compatible uses, as defined in subdivision h."

According to the California Department of Conservation (DOC) Important Farmland Finder, the Project Site is located on land classified as Urban and Built-Up Land, Farmland of Local Importance, Grazing Land, and Other Land. The fact that a land area is mapped as an agricultural land resource does not necessarily mean that the land is currently, or has been, in recent agricultural use. No General Plan or specific plan-designated agricultural land uses are present within the Project Area (City of Calimesa 2010; City of Yucaipa 2014). The site is not located on or near Prime Farmland, nor is it under a Williamson Act Contract (DOC 2021).

4.2.2 Agriculture and Forestry Resources (II) Environmental Checklist and Discussion

Would the Project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒

According to the California Important Farmland Finder, the Project Site is located on land classified as Urban and Built-Up Land, Farmland of Local Importance, Grazing Land, and Other Land. Therefore, the Proposed Project would not be located on land classified as prime farmland, unique farmland, or farmland of statewide importance (DOC 2021). No impact would occur.

Would the Project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒

The Project Site is not located on land zoned for agricultural use. According to the California Important Farmland Finder, the Project site is not an agricultural preserve subject to a Williamson Act contract (DOC 2021). The Proposed Project would not conflict with zoning for agricultural use or a Williamson Act contract. No impact would occur.

Would the Project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
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))?	☐	☐	☐	☒

The Project Site is designated for public right-of-way and undeveloped land. The site is surrounded by low-density residential, commercial, and open space land uses. The Project Site is not located on land designated for forest land, timberland, or timberland zoned timberland production. No impact would occur.

Would the project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒

The Project Site is not zoned for forest land, timberland, or timberland production (DOC 2021). Therefore, the Proposed Project would not result in the loss of forest land or conversion of forest land to non-forest use. No impact would occur.

Would the project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
e) Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒

The Project Site and surrounding properties are not currently designated for agriculture. The Project Site areas to the north, east, south, and west are located on land designated as Urban and Built-Up Land, Farmland of Local Importance, Grazing Land, and Other Land (DOC 2021). Development on the Project Site would not result in the conversion of farmland to non-agricultural use or conversion of forest land to non-forest use. No impact would occur.

4.2.3 Mitigation Measures

No significant impacts were identified, and no mitigation measures are required.

4.3 Air Quality

4.3.1 Environmental Setting

The Project Site is predominately located in the City of Calimesa, within Riverside County, with a small portion of the Project Site being located within the City of Yucaipa, San Bernardino County. The California Air Resource Board (CARB) has divided California into regional air basins according to topographic features. The cities of Calimesa and Yucaipa portions of the Project Site are located in a region identified as the South Coast Air Basin (SoCAB). The SoCAB occupies the non-desert portions of Los Angeles, Riverside, and San Bernardino counties and all of Orange County. The air basin is on a coastal plain with connecting broad valleys and low hills and is bounded by the Pacific Ocean on the southwest, with high mountains forming the remainder of the perimeter. The mountain ranges to the east affect the diffusion of pollutants by inhibiting the eastward transport of pollutants. Air quality in the SoCAB generally ranges from fair to poor and is similar to air quality in most of coastal Southern California. The entire region experiences heavy concentrations of air pollutants during prolonged periods of stable atmospheric conditions.

Both the US Environmental Protection Agency (USEPA) and CARB have established ambient air quality standards for common pollutants. These ambient air quality standards are levels of contaminants representing safe levels that avoid specific adverse health effects associated with each pollutant. The ambient air quality standards cover what are called *criteria pollutants* because the health and other effects of each pollutant are described in criteria documents. The six criteria pollutants are ozone (O_3), carbon monoxide (CO), particulate matter (PM), nitrogen oxides (NO_x), sulfur dioxide (SO_2), and lead. Areas that meet ambient air quality standards are classified as attainment areas, while areas that do not meet these standards are classified as nonattainment areas. The portions of Riverside County and San Bernardino County encompassing the Project Site are designated as nonattainment areas for O_3 and fine particulate matter ($PM_{2.5}$) under the federal standards and O_3, course particulate matter (PM_{10}) and $PM_{2.5}$ under the state standards (CARB 2019).

The local air quality regulating authority in the Riverside County and San Bernardino County portions of the SoCAB is the South Coast Air Quality Management District (SCAQMD). The SCAQMD's primary responsibility is ensuring that the National Ambient Air Quality Standards (NAAQS) and California Ambient Air Quality Standards (CAAQS) are attained and maintained in the Riverside County and San Bernardino portions of the SoCAB. The SCAQMD is also responsible for adopting and enforcing rules and regulations concerning air pollutant sources, issuing permits for stationary sources of air pollutants, inspecting stationary sources of air pollutants, responding to citizen complaints, monitoring ambient air quality and meteorological conditions, awarding grants to reduce motor vehicle emissions, and conducting public education campaigns, as well as many other activities. All projects are subject to SCAQMD rules and regulations in effect at the time of construction.

The following is a list of noteworthy SCAQMD rules that are required of construction activities in the Project Area:

- **Rule 201 & Rule 203 (Permit to Construct & Permit to Operate)** – Rule 201 requires a Permit to Construct prior to the installation of any equipment "the use of which may cause the issuance of air contaminants . . ." and Regulation II provides the requirements for the application for a Permit to Construct. Rule 203 similarly requires a Permit to Operate.
- **Rule 402 (Nuisance)** – This rule prohibits the discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health, or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property. This rule does not apply to odors emanating from agricultural operations necessary for the growing of crops or the raising of fowl or animals.
- **Rule 403 (Fugitive Dust)** – This rule requires fugitive dust sources to implement best available control measures for all sources, and all forms of visible PM are prohibited from crossing any property line. This rule is intended to reduce PM_{10} emissions from any transportation, handling, construction, or storage activity that has the potential to generate fugitive dust. PM_{10} suppression techniques are summarized below.

    a) Portions of a construction site to remain inactive longer than a period of three months will be seeded and watered until grass cover is grown or otherwise stabilized.

    b) All onsite roads will be paved as soon as feasible or watered periodically or chemically stabilized.

    c) All material transported offsite will be either sufficiently watered or securely covered to prevent excessive amounts of dust.

    d) The area disturbed by clearing, grading, earthmoving, or excavation operations will be minimized at all times.

    e) Where vehicles leave a construction site and enter adjacent public streets, the streets will be swept daily or washed down at the end of the workday to remove soil tracked onto the paved surface.

4.3.2 Air Quality (III) Environmental Checklist and Discussion

Would the Project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☒	☐	☐

As part of its enforcement responsibilities, the USEPA requires each state with nonattainment areas to prepare and submit a State Implementation Plan (SIP) that demonstrates the means to attain the federal standards. The SIP must integrate federal, state, and local plan components and regulations to identify

specific measures to reduce pollution in nonattainment areas, using a combination of performance standards and market-based programs. Similarly, under state law, the California Clean Air Act (CCAA) requires an air quality attainment plan to be prepared for areas designated as nonattainment with regard to the NAAQS and CAAQS. Air quality attainment plans outline emissions limits and control measures to achieve and maintain these standards by the earliest practical date.

As previously mentioned, the Project Site is located within the Riverside and San Bernardino counties portion of the SoCAB, which is under the jurisdiction of the SCAQMD. The SCAQMD is required, pursuant to the federal Clean Air Act (CAA), to reduce emissions of criteria pollutants for which this region is in nonattainment. In order to reduce emissions for which the Riverside and San Bernardino counties portion of the SoCAB is in nonattainment, the SCAQMD has adopted the 2016 Air Quality Management Plan (AQMP). The 2016 AQMP establishes programs of rules and regulations directed at reducing air pollutant emissions and achieving the NAAQS and CAAQS. Pollutant control strategies are based on the latest scientific and technical information and planning assumptions, including the Southern California Association of Governments' (SCAG's) latest Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), updated emission inventory methodologies for various source categories, and SCAG's latest growth forecasts. SCAG's latest growth forecasts were defined in consultation with local governments and with reference to local general plans. According to the SCAQMD, in order to determine consistency with SCAQMD's air quality planning two main criteria must be addressed.

Criterion 1:

With respect to the first criterion, SCAQMD methodologies require that an air quality analysis for a project include forecasts of project emissions in relation to contributing to air quality violations and delay of attainment.

a) Would the project result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new air quality violations?

As shown in Tables 4.3-2, 4.3-4, and 4.3-5 (see Item b), the Proposed Project would result in emissions that would be below the SCAQMD regional and localized thresholds during construction with the imposition of mitigation measure AQ-1. The Proposed Project would not include the provision of new permanent stationary or mobile sources of criteria air pollutant emissions, and therefore, by its very nature, would not generate quantifiable criteria emissions from Project operations. Therefore, the Proposed Project would not result in an increase in the frequency or severity of existing air quality violations and would not have the potential to cause or affect a violation of the ambient air quality standards.

b) Would the project delay timely attainment of air quality standards or the interim emissions reductions specified in the AQMP?

As shown in Table 4.3-2 below, the Proposed Project would generate emissions below the SCAQMD regional thresholds for construction with the imposition of mitigation measure AQ-1. Because the Project would result in less than significant regional emission impacts, it would not delay the timely attainment of air quality standards or AQMP emissions reductions.

Criterion 2:

With respect to the second criterion for determining consistency with SCAQMD and SCAG air quality policies, it is important to recognize that air quality planning within the SoCAB focuses on attainment of ambient air quality standards at the earliest feasible date. Projections for achieving air quality goals are based on assumptions regarding population, housing, and growth trends. Thus, the SCAQMD's second criterion for determining Project consistency focuses on whether or not the Proposed Project exceeds the assumptions utilized in preparing the forecasts presented its air quality planning documents. Determining whether or not a project exceeds the assumptions reflected in the 2016 AQMP involves the evaluation of the three criteria outlined below. The following discussion provides an analysis of each of these criteria.

a) Would the project be consistent with the population, housing, and employment growth projections utilized in the preparation of the 2016 AQMP?

The Project is proposing the installation of 14,600 linear feet of 10-inch and 12-inch parallel force mains water transmission lines and 9,500 linear feet of a gravity sewer main connecting the Summerwind Ranch residential development in Calimesa to the YVWD's water reclamation plant in Yucaipa. It does not involve the development of new housing or employment centers. As such, the Project would not contribute to an increase in population, housing or employment growth. Therefore, the Project would not conflict with the land use assumptions or exceed the population or job growth projections used by SCAQMD to develop the 2016 AQMP.

b) Would the project implement all feasible air quality mitigation measures?

In order to further reduce emissions, the Project would be required to comply with emission reduction measures promulgated by the SCAQMD, such as SCAQMD Rules 402, 403, and 1113. SCAQMD Rule 402 prohibits the discharge, from any source whatsoever, in such quantities of air contaminants or other material that cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or that endanger the comfort, repose, health, or safety of any such persons or the public, or that cause, or have a natural tendency to cause, injury or damage to business or property. SCAQMD Rule 403 requires fugitive dust sources to implement Best Available Control Measures for all sources, and all forms of visible PM are prohibited from crossing any property line. SCAQMD Rule 403 is intended to reduce PM_{10} emissions from any transportation, handling, or construction activity that has the potential to generate fugitive dust. As such, the Proposed Project meets this consistency criterion.

c) Would the project be consistent with the land use planning strategies set forth by SCAQMD air quality planning efforts?

The determination of AQMP consistency is primarily concerned with the long-term influence of a project on air quality. As shown in Table 4.3-2 below, the Proposed Project would not exceed applicable SCAQMD thresholds of significance during construction, with the implementation of mitigation measure AQ-1 and would have no contribution to operational related emissions. The Proposed Project would not result in a long-term impact on the region's ability to meet state and federal air quality standards. The Proposed

Project's long-term influence would also be consistent with the goals, objectives, and strategies of the SCAQMD's 2016 AQMP.

The Project would be consistent with the emission-reduction goals of the 2016 AQMP. There is no impact.

Would the Project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
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?	☐	☒	☐	☐

By its very nature, air pollution is largely a cumulative impact. No single project is sufficient in size, by itself, to result in nonattainment of ambient air quality standards. Instead, a project's individual emissions contribute to existing cumulatively significant adverse air quality impacts. If a project's individual emissions exceed its identified significance thresholds, the project would be cumulatively considerable. Projects that do not exceed significance thresholds would not be considered cumulative considerable.

Construction Emissions

Regional Construction Emissions Analysis

Construction associated with the Proposed Project would generate short-term emissions of criteria air pollutants, including reactive organic gas (ROG), CO, NO_X, PM_{10}, and $PM_{2.5}$. Construction-generated emissions are temporary and short-term but have the potential to represent a significant air quality impact. Three basic sources of short-term emissions will be generated through construction of the Proposed Project: operation of the construction vehicles (e.g., tractors, dump trucks, pavers), the creation of fugitive dust during clearing and grading, and the use of asphalt or other oil-based substances during paving activities. Construction activities would be subject to SCAQMD Rule 403, which requires taking reasonable precautions to prevent the emissions of fugitive dust, such as using water or chemicals, where possible, for control of dust during the clearing of land and other construction activities.

Construction-generated emissions associated the proposed Project were calculated using the CARB-approved CalEEMod computer program, which is designed to model emissions for land use development projects, based on typical construction requirements.

Predicted maximum daily construction-generated emissions for the proposed Project are summarized in Table 4.3-1. Construction-generated emissions are short-term and of temporary duration, lasting only as long as construction activities occur, but would be considered a significant air quality impact if the volume of pollutants generated exceeds the SCAQMD's thresholds of significance.

Table 4.3-1. Construction-Related Emissions (Regional Significance Analysis) - Unmitigated

Construction Component (2022)	Pollutant (pounds per day)					
	ROG	NO_X	CO	SO_2	PM_{10}	$PM_{2.5}$
Total Project	**8.97**	**108.84**	**71.73**	**0.34**	**12.95**	**4.85**
San Bernardino County Portion	6.83	98.67	55.41	0.29	7.22	3.33
Riverside County Portion	8.52	102.11	68.25	0.30	15.40	6.30
SCAQMD Regional Significance Threshold	*75*	*100*	*550*	*150*	*150*	*55*
Exceed SCAQMD Regional Threshold?	**No**	**Yes**	**No**	**No**	**No**	**No**

Source: CalEEMod version 2016.3.2; ECORP 2021a
Notes: Emission reduction/credits for construction emissions are applied based on the required implementation of SCAQMD Rule 403. The specific Rule 403 measures applied in CalEEMod include the following: sweeping/cleaning adjacent roadway access areas daily; washing equipment tires before leaving the construction site; water exposed surfaces three times daily; and limit speeds on unpaved roads to 15 miles per hour. Reductions percentages from the SCAQMD CEQA Handbook (Tables XI-A through XI-E) were applied.
Emissions were taken from summer or winter, whichever is greater.

As shown in Table 4.3-1, emissions of the O_3 precursor, NOx, on the peak day(s) of construction would exceed the SCAQMD regional significance threshold during construction activities. Therefore, mitigation measure AQ-1 is required in order to reduce NOx emissions to levels below the regional significance threshold. Mitigation measure AQ-1 would mandate the use of construction equipment with Tier 4 Certified engines during construction activities.

The first federal standards (Tier 1) for new off-road diesel engines were adopted in 1994 for engines over 50 horsepower and were phased in from 1996 to 2000. In 1996, a Statement of Principles pertaining to off-road diesel engines was signed between the USEPA, CARB, and engine makers (including Caterpillar, Cummins, Deere, Detroit Diesel, Deutz, Isuzu, Komatsu, Kubota, Mitsubishi, Navistar, New Holland, Wis-Con, and Yanmar). On August 27, 1998, the USEPA signed the final rule reflecting the provisions of the Statement of Principles. The 1998 regulation introduced Tier 1 standards for equipment under 50 horsepower and increasingly more stringent Tier 2, Tier 3, and Tier 4 standards for all equipment with phase-in schedules from 2000 to 2015. As a result, all off-road, diesel-fueled construction equipment manufactured from 2006 to 2015 has been manufactured to Tier 3 standards. The Tier 3 standards can reduce NOx emissions by as much as 64 percent and PM emissions by as much as 39 percent. On May 11, 2004, the USEPA signed the final rule introducing Tier 4 emission standards, which are currently phased-in over the period of 2008-2015. The Tier 4 standards require that NOx emissions be further reduced by about 90 percent. All off-road, diesel-fueled construction equipment manufactured in 2015 or later have been manufactured to Tier 4 standards.

The following mitigation would reduce impacts from NOx emissions to a less-than-significant level.

AQ-1: YVWD shall ensure that all Project ground-disturbing equipment used during construction activities shall be California Air Resources Board (CARB) Tier 4 Certified, as set forth in Section 2423 of Title 13 of the California Code of Regulations, and Part 89 of Title 40 of the Code of Federal Regulations.

Table 4.3-2 shows Project construction emissions with imposition of mitigation measure AQ-1.

Table 4.3-2. Construction-Related Emissions (Regional Significance Analysis) - Mitigated

Construction Component (2022)	Pollutant (pounds per day)					
	ROG	NO_X	CO	SO_2	PM_{10}	$PM_{2.5}$
Total Project	**4.50**	**57.34**	**85.18**	**0.34**	**10.80**	**2.89**
San Bernardino County Portion	2.93	53.98	67.94	0.29	5.35	1.62
Riverside County Portion	4.27	53.19	73.30	0.30	13.10	4.17
SCAQMD Regional Significance Threshold	*75*	*100*	*550*	*150*	*150*	*55*
Exceed SCAQMD Regional Threshold?	**No**	**No**	**No**	**No**	**No**	**No**

Source: CalEEMod version 2016.3.2; ECORP 2021a

Notes: Emission reduction/credits for construction emissions are applied based on the required implementation of SCAQMD Rule 403. The specific Rule 403 measures applied in CalEEMod include the following: sweeping/cleaning adjacent roadway access areas daily; washing equipment tires before leaving the construction site; water exposed surfaces three times daily; and limit speeds on unpaved roads to 15 miles per hour. Reductions percentages from the SCAQMD CEQA Handbook (Tables XI-A through XI-E) were applied. Additionally, all construction equipment would have Tier 4 certified engines per mitigation measure AQ-1.
Emissions were taken from summer or winter, whichever is greater.

As shown in Table 4.3-2, implementation of mitigation measure AQ-1 would reduce NOx emissions during construction activities to levels below the SCAQMD thresholds. With implementation of mitigation measure AQ-1, criteria pollutant emissions generated during Project construction would not result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is nonattainment under an applicable federal or state ambient air quality standard, and no health effects from Project criteria pollutants would occur.

Localized Construction Emissions Analysis

The Project is proposing the installation of sewer infrastructure. There are multiple single-family residences within proximity of the Project pipeline alignment, with the closest being approximately 20 feet (6 meters) distant from construction activities. In order to identify localized, air toxic-related impacts to sensitive receptors, the SCAQMD recommends addressing Localize Significance Thresholds (LSTs) for construction. LSTs were developed in response to SCAQMD Governing Boards' Environmental Justice Enhancement Initiative (I-4). The SCAQMD provided the *Final Localized Significance Threshold Methodology* (dated June 2003 [revised 2008]) for guidance. The LST methodology assists lead agencies in analyzing localized impacts associated with Project-specific level proposed projects.

For this Project, the appropriate Source Receptor Areas (SRAs) for the localized significance thresholds are the East San Bernardino Valley (SRA 35) and the Banning Airport (SRA 29) areas. LSTs apply to CO, NO_2, PM_{10}, and $PM_{2.5}$. The SCAQMD has produced lookup tables for projects that disturb less than or equal to five acres daily. The SCAQMD has also issued guidance on applying the CalEEMod emissions software to LSTs for projects greater than five acres. Since CalEEMod calculates construction emissions based on the number of equipment hours and the maximum daily soil disturbance activity possible for each piece of

equipment, Table 4.3-3 is used to determine the maximum daily disturbed acreage for comparison to LSTs. All Project work in either San Bernardino County and Riverside County would use the same equipment per construction phase type; as such, maximum daily disturbance by construction type is identified.

Table 4.3-3. Equipment-Specific Grading Rates

Construction Phase	Equipment Type	Acres Graded/Disturbed per 8-Hour Day	Equipment Quantity	Operating Hours per Day	Acres Graded per Day
Site Grading	Excavators	0.0	1	8	0.0
	Graders	0.5	1	8	0.5
	Off-Highway Tractor	0.5	1	8	0.5
	Off-Highway Truck	0.0	1	8	0.0
	Scrapers	1.0	2	8	1.0
	Tractors/ Loaders/ Backhoes	0.5	1	8	0.5
	Daily Land Disturbance Total - Grading:				**2.5**
Pipeline Construction	Bore/Drill Rig	0.0	1	8	0.0
	Crane	0.0	1	8	0.0
	Excavators	0.0	2	8	0.0
	Off-Highway Truck	0.0	2	8	0.0
	Rollers	0.0	1	8	0.0
	Rubber Tired Loader	0.0	1	8	0.0
	Signal Board	0.0	4	8	0.0
	Tractors/ Loader/ Backhoe	0.5	2	8	1.0
	Daily Land Disturbance Total - Construction:				**1.0**
Site Paving	Off-Highway Truck	0.0	1	8	0.0
	Paver	0.0	1	8	0.0
	Roller	0.0	1	8	0.0
	Signal Board	0.0	4	8	0.0
	Surfacing Equipment	0.0	1	8	0.0
	Daily Land Disturbance Total - Paving:				**0.0**

As shown in Table 4.3-3, Project grading activities have the potential to disturb up to 2.5 acres daily and pipeline installation/construction could disturb up to one acre daily. Paving activities do not disturb land.

LST thresholds are provided for distances to sensitive receptors of 25, 50, 100, 200, and 500 meters. As previously stated, there are multiple single-family residences within proximity of the Project Site with the

closest being approximately 20 feet (6 meters) distant. Notwithstanding, the SCAQMD Methodology explicitly states: *It is possible that a project may have receptors closer than 25 meters. Projects with boundaries located closer than 25 meters to the nearest receptor should use the LSTs for receptors located at 25 meters.* Therefore, the LSTs for receptors located at 25 meters were utilized in this analysis. The SCAQMD's methodology clearly states that "offsite mobile emissions from a project should not be included in the emissions compared to LSTs." Thus, for purposes of the construction LST analysis, only emissions included in the CalEEMod "onsite" emissions outputs were considered.

Table 4.3-4 presents the results of localized emissions within the San Bernardino County portion of the Project (SRA 35). This portion of the Project Site spans approximately 60,632 square feet, which is approximately 1.39 acres. Thus, for a conservative analysis, the LST threshold value for a one-acre site was employed from the LST lookup tables. This is conservative since the analysis will only account for the dispersion of air pollutants over one acre before reaching sensitive receptors, as opposed to accounting for the dispersion of air pollutants over a greater 1.39-acre area. The LSTs reflect sensitive receptors at 25 meters from construction.

Table 4.3-4. Construction-Related Emissions (Localized Significance Analysis) for SRA 35 – San Bernardino County Portion of Project

Activity (2022)	Pollutant (pounds per day)			
	NO_X	CO	PM_{10}	$PM_{2.5}$
Grading (2022)	2.81	27.23	0.48	0.13
Pipeline Construction (2022)	2.92	29.98	0.09	0.09
SCAQMD Localized Significance Threshold (1.0 acre of disturbance)	*118*	*775*	*4*	*4*
Exceed SCAQMD Localized Threshold?	**No**	**No**	**No**	**No**

Source: CalEEMod version 2016.3.2; ECORP 2021a

Notes: Emission reduction/credits for construction emissions are applied based on the required implementation of SCAQMD Rule 403. The specific Rule 403 measures applied in CalEEMod include the following: sweeping/cleaning adjacent roadway access areas daily; washing equipment tires before leaving the construction site; water exposed surfaces three times daily; and limit speeds on unpaved roads to 15 miles per hour. Reductions percentages from the SCAQMD CEQA Handbook (Tables XI-A through XI-E) were applied. Emissions estimates account for implementation of mitigation measure AQ-1. Emissions were taken from summer or winter, whichever is greater.

Table 4.3-4 shows that the emissions of Project pollutants on the peak day of construction within SRA 35 would not result in significant concentrations of pollutants at nearby sensitive receptors.

The portion of the Project Site located within Riverside County (SRA 29) spans just over 1,055,000 square feet, or approximately 19.38 acres. As shown in Table 4.3-3, Project implementation could potentially disturb up to 2.5 acres daily during the site grading phase of construction and 1.0 acre daily during the construction phase. While Site grading and pipeline construction would occur simultaneously resulting in the potential to disturb 3.5 acres in a single day, these two construction phases would not occur at the same location simultaneously, and thus would not be affecting the same sensitive land uses. Therefore, the LST threshold values for a 2.0-acre construction site were sourced from the LST lookup tables for site grading and the LST threshold values for a 1.0-acre site were sourced from the LST lookup tables for

Project pipeline construction. While the Project grading could potentially disturb 2.5 acres on a single day, the LST threshold value for a 2.0-acre site was employed from the LST lookup tables and shown in Table 4.3-5. This is conservative since the analysis will only account for the dispersion of air pollutants over two acres before reaching sensitive receptors, as opposed to accounting for the dispersion of air pollutants over a greater area.

Table 4.3-5. Construction-Related Emissions (Localized Significance Analysis) for SRA 29 – Riverside County Portion of Project

Activity (2022)	Pollutant (pounds per day)			
	NO_X	CO	PM_{10}	$PM_{2.5}$
Grading (2022)	3.30	33.00	3.86	1.54
SCAQMD Localized Significance Threshold (2.0 acre of disturbance)	*149*	*1,541*	*10*	*6*
Pipeline Construction (2022)	2.23	17.46	0.04	0.04
SCAQMD Localized Significance Threshold (1.0 acre of disturbance)	103	1,000	6	4
Exceed SCAQMD Localized Threshold?	**No**	**No**	**No**	**No**

Source: CalEEMod version 2016.3.2; ECORP 2021a

Notes: Emission reduction/credits for construction emissions are applied based on the required implementation of SCAQMD Rule 403. The specific Rule 403 measures applied in CalEEMod include the following: sweeping/cleaning adjacent roadway access areas daily; washing equipment tires before leaving the construction site; water exposed surfaces three times daily; and limit speeds on unpaved roads to 15 miles per hour. Reductions percentages from the SCAQMD CEQA Handbook (Tables XI-A through XI-E) were applied.

Emissions were taken from summer or winter, whichever is greater.

Emissions include all activities conducted within SRA 29 (Riverside County component).

Table 4.3-5 shows that the emissions of Project pollutants on the peak day of construction within SRA 29 would not result in significant concentrations of pollutants at nearby sensitive receptors.

Tables 4.3-4 and 4.3-5 show that the emissions of localized pollutants on the peak day(s) of construction would not result in significant concentrations of pollutants at nearby sensitive receptors. Therefore, significant impacts would not occur concerning LSTs during construction activities. LSTs were developed in response to SCAQMD Governing Boards' Environmental Justice Enhancement Initiative. The SCAQMD Environmental Justice Enhancement Initiative program seeks to ensure that everyone has the right to equal protection from air pollution. The Environmental Justice Program is divided into three categories, with the LST protocol promulgated under Category I: *Further-Reduced Health Risk*. Thus, the fact that onsite Project construction emissions would be generated at rates below the LSTs for NO_x, CO, PM_{10}, and $PM_{2.5}$ demonstrates that the Project would not adversely impact Project vicinity receptors. This impact is less than significant.

Long-Term Operational Emissions

Regional Operational Emissions Analysis

The Proposed Project would not include the provision of new permanent stationary or mobile sources of criteria air pollutant emissions, and therefore, by its very nature, would not generate quantifiable criteria

emissions from Project operations. In addition, once construction of the Proposed Project is complete, there would be no increase in automobile trips to the area. While it is possible that the Proposed Project would require intermittent maintenance, maintenance would be minimal requiring a negligible amount of traffic trips on an annual basis.

Localized Operational Emissions Analysis

According to the SCAQMD localized significance threshold methodology, LSTs would apply to the operations of a project only if the project includes stationary sources or attracts substantial amounts of heavy-duty trucks that may spend long periods queuing and idling at the site (e.g., warehouse or transfer facilities). The Proposed Project does not include such uses. Therefore, in the case of the Proposed Project, the operational LST protocol is not applied. No impact would occur.

Would the Project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
c) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐

Sensitive receptors are defined as facilities or land uses that include members of the population that are particularly sensitive to the effects of air pollutants, such as children, the elderly, and people with illnesses. Examples of these sensitive receptors are residences, schools, hospitals, and daycare centers. CARB has identified the following groups of individuals as the most likely to be affected by air pollution: the elderly over age 65, children under age 14, athletes, and persons with cardiovascular and chronic respiratory diseases such as asthma, emphysema, and bronchitis. The nearest sensitive land use to the Project Site are residences located directly adjacent to the roadway that encompasses the Project Site, with the closest being approximately 20 feet distant (6 meters) from construction activities.

Construction-Generated Air Contaminants

Construction-related activities would result in temporary, short-term Project-generated emissions of diesel particulate matter (DPM), ROG, NOx, CO, and PM_{10} from the exhaust of off-road, heavy-duty diesel equipment for site preparation/excavation (e.g., clearing, trenching); truck traffic; paving; and other miscellaneous activities. The portion of the SoCAB which encompasses the Project Site is designated as a nonattainment area for federal O_3 and $PM_{2.5}$ standards and is also a nonattainment area for the state standards for O_3, PM_{10}, and $PM_{2.5}$ (CARB 2019). Thus, existing O_3, PM_{10}, and $PM_{2.5}$ levels in the SoCAB are at unhealthy levels during certain periods. However, as shown in Table 4.3-2, 4.3-4, 4.3-5, and 4.3-6, the Project would not exceed the SCAQMD regional or localized significance thresholds for emissions.

The health effects associated with O_3 are generally associated with reduced lung function. Because the Project would not involve construction activities that would result in O_3 precursor emissions (ROG or NOx) in excess of the SCAQMD thresholds, the Project is not anticipated to substantially contribute to regional O_3 concentrations and the associated health impacts.

CO tends to be a localized impact associated with congested intersections. In terms of adverse health effects, CO competes with oxygen, often replacing it in the blood, reducing the blood's ability to transport oxygen to vital organs. The results of excess CO exposure can include dizziness, fatigue, and impairment of central nervous system functions. The Project would not involve construction activities that would result in CO emissions in excess of the SCAQMD thresholds. Thus, the Project's CO emissions would not contribute to the health effects associated with this pollutant.

PM_{10} and $PM_{2.5}$ contain microscopic solids or liquid droplets that are so small that they can get deep into the lungs and cause serious health problems. PM exposure has been linked to a variety of problems, including premature death in people with heart or lung disease, nonfatal heart attacks, irregular heartbeat, aggravated asthma, decreased lung function, and increased respiratory symptoms such as irritation of the airways, coughing, or difficulty breathing. For construction activity, DPM is the primary toxic air contaminant (TAC) of concern. The potential cancer risk from the inhalation of DPM outweighs the potential for all other health impacts (i.e., non-cancer chronic risk, short-term acute risk) and health impacts from other TACs. Based on the emission modeling conducted, the maximum onsite construction-related daily emissions of exhaust PM_{10}, considered a surrogate for DPM and includes emissions of exhaust $PM_{2.5}$, would be 0.35 pounds per day for construction activities associated with the Proposed Project (exhaust PM_{10} emissions are the same for both the proposed Project Site spanning Riverside and San Bernardino counties (ECORP 2021a). PM_{10} exhaust is considered a surrogate for DPM as all diesel exhaust is considered to be DPM. As with O_3 and NO_X, the Project would not generate emissions of PM_{10} or $PM_{2.5}$ that would exceed the SCAQMD's thresholds. Additionally, the Project would be required to comply with Rule 403 for fugitive dust control, as described above, which limit the amount of fugitive dust generated during construction. Accordingly, the Project's PM_{10} and $PM_{2.5}$ emissions are not expected to cause any increase in related regional health effects for these pollutants.

Operational Air Contaminants

Operation of the Proposed Project would not result in the development of any substantial sources of air toxics. There are no stationary sources associated with the operations of the Project; nor would the Project attract mobile sources that spend long periods queuing and idling at the Site. Furthermore, as previously described the Project does not propose any land uses that trigger the SCAQMD operational LST protocol. LSTs were developed in response to SCAQMD Governing Boards' Environmental Justice Enhancement Initiative. The SCAQMD Environmental Justice Enhancement Initiative program seeks to ensure that everyone has the right to equal protection from air pollution. According to the SCAQMD LST methodology, LSTs would apply to the operations of a project only if the project includes stationary sources or attracts substantial amounts of heavy-duty trucks that may spend long periods queuing and idling at the site (e.g., warehouse or transfer facilities). The Proposed Project does not include such uses. There is no impact.

In summary, the Project would not result in a potentially significant contribution to regional concentrations of nonattainment pollutants and would not result in a significant contribution to the adverse health impacts associated with those pollutants. A less than significant impact would occur.

Would the Project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	☒	☐

Typically, odors are regarded as an annoyance rather than a health hazard. However, manifestations of a person's reaction to foul odors can range from psychological (e.g., irritation, anger, or anxiety) to physiological (e.g., circulatory and respiratory effects, nausea, vomiting, and headache).

With respect to odors, the human nose is the sole sensing device. The ability to detect odors varies considerably among the population and overall is quite subjective. Some individuals have the ability to smell minute quantities of specific substances; others may not have the same sensitivity but may have sensitivities to odors of other substances. In addition, people may have different reactions to the same odor; in fact, an odor that is offensive to one person (e.g., from a fast-food restaurant) may be perfectly acceptable to another. It is also important to note that an unfamiliar odor is more easily detected and is more likely to cause complaints than a familiar one. This is because of the phenomenon known as odor fatigue, in which a person can become desensitized to almost any odor and recognition only occurs with an alteration in the intensity.

Quality and intensity are two properties present in any odor. The quality of an odor indicates the nature of the smell experience. For instance, if a person describes an odor as flowery or sweet, then the person is describing the quality of the odor. Intensity refers to the strength of the odor. For example, a person may use the word *strong* to describe the intensity of an odor. Odor intensity depends on the odorant concentration in the air. When an odorous sample is progressively diluted, the odorant concentration decreases. As this occurs, the odor intensity weakens and eventually becomes so low that the detection or recognition of the odor is quite difficult. At some point during dilution, the concentration of the odorant reaches a detection threshold. An odorant concentration below the detection threshold means that the concentration in the air is not detectable by the average human.

According to the SCAQMD, land uses commonly considered to be potential sources of obnoxious odorous emissions include agriculture (farming and livestock), wastewater treatment plants, food processing plants, chemical plants, composting facilities, refineries, landfills, dairies, and fiberglass molding. The proposed Project does not include any uses identified by the SCAQMD as being associated with odors. The Project does propose the installation of new sewage transmission pipelines that would connect to the existing WRWRF, but would not contribute to any additional odors above existing conditions as the sewage line would be installed underground without sewage being transmitted through the piping until the completion of future development. During construction, the Project presents the potential for generation of objectionable odors in the form of diesel exhaust in the immediate vicinity of the site. However, these emissions are short term in nature and will rapidly dissipate and be diluted by the atmosphere downwind of the emission sources. Additionally, odors would be localized and generally confined to the construction area. For these reasons, there is a less than significant impact associated with Project-generated odors.

4.3.3 Mitigation Measures

AQ-1: YVWD shall ensure that all Project ground-disturbing equipment used during construction activities shall be California Air Resources Board (CARB) Tier 4 Certified, as set forth in Section 2423 of Title 13 of the California Code of Regulations, and Part 89 of Title 40 of the Code of Federal Regulations.

4.4 Biological Resources

4.4.1 Environmental Setting

ECORP Consulting, Inc. prepared a Biological Technical Report in August 2021 for the proposed Project (ECORP 2021b). A biological reconnaissance survey was conducted on August 5, 2021, by ECORP wildlife biologists. Prior to conducting the survey, ECORP biologists performed a literature review using the CDFW's California Natural Diversity Database (CNDDB; CDFW 2021) and the California Native Plant Society's (CNPS) Electronic Inventory (CNPSEI; CNPS 2021) to determine the special-status plant and wildlife species that have been documented near the Project Site. ECORP searched CNDDB and CNPSEI records within the Project Site boundaries as depicted on USGS 7.5-minute Yucaipa and El Casco topographic quadrangles, plus the surrounding seven topographic quadrangles including Forest Falls, Beaumont, San Jacinto, Lakeview, Perris, Sunnymead, and Redlands. The CNDDB and CNPSEI contain records of reported occurrences of federally or state-listed endangered, threatened, proposed endangered or threatened species, California Species of Special Concern (SSC), or other special-status species or habitat that may occur within or near the Project.

Vegetation Communities

Vegetation communities present on the Project Site that are expected to be affected by the Project include chaparral, nonnative grassland, and riparian. There was one land cover type present, developed, within the Project alignment.

Once the Project Site reaches Sandalwood Drive and heads north, the Project is entirely within the existing paved road ROW. Vegetation communities adjacent to the Project Site include nonnative grassland, disturbed nonnative grassland, riparian, oak woodland, and chaparral. Present plant species that were observed in these communities included California croton (*Croton californicus*), turkey mullein (*Croton setiger),* sunflower (*Helianthus* sp.*),* telegraph weed (*Heterotheca grandiflora),* oak (*Quercus* sp.), sugar sumac (*Rhus ovata*), Russian thistle (*Salsola* sp.*),* blue elderberry (*Sambucus nigra* ssp. *cerulea*), Peruvian pepper tree *(Schinus mole*), goathead *(Tribulus terrestris),* and cockleburr *(Xanthium strumarium).*

Wildlife

Wildlife species observed and detected on the Project Site were characteristic of chaparral and nonnative grassland habitat. Two mammal species were detected on and in the vicinity of the Project Site: California ground squirrel (*Otospermophilus beecheyi*) and desert cottontail (*Sylvilagus audubonii*). Four bird species were also detected on and in the vicinity of the Project Site, including California quail (*Callipepla californica*), Anna's hummingbird (*Calypte anna*), greater roadrunner (*Geococcyx californianus*), and California towhee (*Malozone crissalis*). One reptile species was also detected on and in the vicinity of the

Project Site: side-blotched lizard (*Uta stansburiana* sp.). Due to the level of human activity and development in the developed portion of the Project alignment as well as the disturbed nature of the native vegetation on the Project Site, the alignment represents relatively low-quality habitat for most wildlife species.

Potential Waters of the U.S.

A formal jurisdictional delineation was conducted for the Proposed Project (ECORP 2021c). Field surveys were conducted on August 17, 2021 by an ECORP delineation specialist, who walked the delineation area (DA) to determine the location and extent of aquatic resources. The DA consisted of all areas being impacted by the Project, along with a 50-foot buffer. Paired locations were sampled to evaluate whether or not the vegetation, hydrology, and soils data supported an aquatic resource determination.

The DA occurs within a mixture of undeveloped land and developed roadways. Paved roadways were crossed by various aquatic resource features via culverts. Within the undeveloped portion, which is the southernmost part of the DA, the Project crosses through gently rolling hills covered with a mixture of scrub habitat and grasslands. There is riparian habitat associated with the largest aquatic resource feature (Feature 2, Garden Air Creek) within the undeveloped part of the DA. The habitat consists of a mixture of black willow (*Salix goodingii*), red willow (*Salix laevigata*), Fremont's cottonwood (*Populus fremontii*), palm trees (*Washingtonia* sp.), eucalyptus trees (*Eucalyptus* sp.) and tree tobacco (*Nicotiana glauca*).

A total of 0.044 acre and 277 linear feet of aquatic resources potentially jurisdictional to the U.S. Army Corps of Engineers (USACE) have been mapped within the DA, associated with two drainage features that cross the undeveloped portions south of Sandalwood Avenue and Seventh Street (Features 1 and 2). Four other mapped features cross the DA via culverts and would not be affected by the Project. The majority of mapped features within the DA exhibited ephemeral hydrologic regimes, but Feature 2 was considered to support an intermittent hydrologic regime due to its size and the presence of urban effluent.

A total of 0.211 acre of potential CDFW and RWQCB aquatic resources have been mapped within the DA. CDFW jurisdiction include jurisdictional habitats such as riparian trees, which were present within the DA in Feature 2, Garden Air Creek. The CDFW area encompasses the limits of the extent of each stream's larger floodplain, as well as all associated riparian habitats, where flows are not regular but only occur during larger storm events. All of the ephemeral streams and the single intermittent stream located within the DA would be considered jurisdictional to the RWQCB and CDFW, under their respective regulations.

There were no suspected wetland areas within the DA. Other waters (non-wetlands) recorded within the DA consisted of ephemeral streams and a single intermittent stream.

Feature 1
This ephemeral stream flowed from the onramp to I-10 from Seventh Street, in a westerly direction via a channel that was approximately six feet deep. The channel had vertical sides and was largely devoid of vegetation except for annual grasses and forbs. Surrounding vegetation consisted of chaparral. Indicators of ordinary high-water mark (OHWM) included drift deposits and drainage patterns.

Feature 2 (Garden Air Creek)
This intermittent stream enters the DA via a concrete box culvert that traverses I-10, flowing across a concrete and riprap apron, and then entering into an earthen channel that is approximately 12 feet in width at the bottom and 20 feet wide at the top. Although the flow channel is unvegetated, the sides of this channel are vegetated with riparian habitat. Indicators of OHWM included sediment deposits, water marks, drift deposits and drainage patterns.

Features 3 and 4
These two ephemeral streams are located to the west of Seventh Street, where they are in the upper part of two small canyons. These canyons are part of the network of open space associated with San Timoteo Canyon. Each stream is unvegetated but surrounded by chaparral. Indicators of OHWM included drift deposits and drainage patterns.

Features 5 and 6
Both of these features are upper and lower portions of the same ephemeral stream separated by a culvert that runs underneath Seventh Place. The upper portion (Feature 5) is an unvegetated channel that is heavily disturbed by weedy vegetation. The lower portion (Feature 6) contains weedy vegetation as well as some larger shrub species. Indicators of OHWM included drift deposits and drainage patterns.

Special-Status Plants

There were 28 special-status plant species that appeared in the literature review and database searches for the Project Site (CDFW 2021a; CNPS 2021). A list was generated from the results of the literature review and the Project was evaluated for suitable habitat that could support any of the special-status plant species on the list. Of the 28 special-status plants identified, two have a moderate potential to occur and 13 have a low potential to occur. The remaining 13 species identified in the literature review are presumed absent from the Project Site.

Special-Status Wildlife

Of the 46 special-status wildlife species identified in the literature review, three were found to have a high potential to occur, seven have a moderate potential to occur, and 15 have a low potential to occur on the Project Site. The remaining 21 species are presumed absent from the Project Site. The sensitive wildlife species with a potential to occur in the area were not observed during the reconnaissance survey.

Wildlife Movement Corridors

The Project Site was assessed for its ability to function as a wildlife corridor. The southern portion of the Project Site, south of Sandalwood Drive, likely provides wildlife movement opportunities because it

consists of open and unimpeded land. There is limited cover for larger animals within the drainage in the trees. The I-10 is located directly to the east of the southern portion of the Project Site and there is barbed-wire fencing present that lessens the site's value as a corridor. The central portion and some of the northern portion of the Project are bordered by residential and commercial development that eliminates the likelihood of wildlife movement in these areas. Wildlife movement opportunities likely exist at the most northwestern portion of the Project site along West County Line Lane once the residential development stops as the alignment travels west. Although the Project is within the existing paved road ROW, the surrounding area in the northwest Project alignment is open and unimpeded land. Wildlife could cross the Project Site on the paved road in this area. The Project is not situated along any major drainages or washes that would be considered movement corridors for wildlife. Additionally, the disturbances from vehicles on the paved road ROW would likely deter wildlife from moving through the area. Therefore, the Project Site is not considered a linkage or corridor between natural habitat areas.

4.4.2 Biological Resources (IV) Environmental Checklist and Discussion

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☐	☒	☐	☐

The Project Site is generally classified as developed and undeveloped land with chaparral, grassland, and riparian habitat. Disturbances observed on the site were mainly associated with paved roads, trash, and residential and commercial development. No special-status plant or wildlife species were observed during the biological survey.

Special-Status Plants

Twenty-eight special-status plant species were identified in the literature review and database searches. Of these species, only two of the species (white-rabbit tobacco and chaparral sand verbena) were determined to have a potential to occur, and they were considered as low potential based on the available habitat and records in the vicinity of the Project Site. Direct impacts to one or both of these species could occur in the form of direct take (mortality) when the Project is constructed. However, both of these species are of relative low levels of sensitivity and the site is not expected to support large numbers of either species. Therefore, impacts to these species due to the Project implementation, though adverse, would not be expected to be significant under CEQA.

Special-Status Wildlife

The literature review and database searches identified 46 special-status wildlife species that occur in the vicinity of the Project Site but, based on the condition of the site and the available habitat, only three species (southern California legless lizard, coastal whiptail, and red-diamond rattlesnake) were determined

to have a high potential to occur on the Project Site but only south of Sandalwood Drive. These three species are lizard species that are of lower levels of sensitivity (species of special concern) and direct impacts to them caused by the Project are not considered to be significant under CEQA. There are also four species of moderate potential to occur (Crotch bumble bee, coast horned lizard, coast patch-nosed snake, and San Diego black-tailed jackrabbit) and twelve species with low potential to occur south of Sandalwood Drive. These species are of lower levels of sensitivity (species of special concern) and direct impacts to them caused by the Project are not considered to be significant under CEQA.

There are also two special status species that have low potential to occur and are considered to be of higher sensitivity (least Bell's vireo, federal and state endangered) or have special survey requirements (burrowing owl). For these two species, any direct or indirect impacts to them due to Project implementation would be considered significant under CEQA due to their higher level of sensitivity. Implementation of Mitigation Measures BIO-1 and BIO-2 will reduce impacts to these species to a level that is less than significant.

The Project Site also contained suitable nesting habitat for bird species protected under the MBTA. Development of the Project Site will be required to comply with the MBTA and avoid impacts to nesting birds. It is strongly recommended that the Project construction be completed outside of the nesting bird season (typically February 1 through August 31). Note that other special-status bird species have different breeding seasons, as discussed above. If construction of the Project occurs during the nesting bird season, ground-disturbing construction activities could directly affect birds protected by the MBTA and their nests through the removal of habitat and indirectly through increased noise. Impacts to nesting birds would be eliminated or reduced to a level that is less than significant with the implementation of Mitigation Measures BIO-1, BIO-2 and BIO-3.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☐	☐	☒	☐

The Project Site consisted of chaparral, nonnative grassland, and riparian vegetation communities as well as developed land cover. The Project Site contained riparian habitat south of Sandalwood Drive that has the potential to provide habitat for special-status wildlife species and nesting birds. The riparian plant community is jurisdictional to CDFW. Project-related impacts to this community may include removal, loss of habitat, and habitat degradation. It is recommended that this area be completely avoided to prevent Project-related impacts to the riparian vegetation. If impacts to this area are unavoidable, regulatory permitting will be required with CDFW and potentially with the Santa Ana Regional Water Quality Control Board.

A total of 0.211 acre of potential CDFW/RWQCB aquatic resources have been mapped within the DA (ECORP 2021c). All the ephemeral streams and the single intermittent stream located within the DA would be considered jurisdictional to the RWQCB and CDFW, under their respective regulations. Based on Project plans, Feature 2 is being avoided by use of a jack and bore method but impacts to a small ephemeral stream/streambed (Feature 1) are still anticipated. For impacts to any of these features, the Project would need authorization via an Application for Water Quality Certification with the SWRCB, through the Santa Ana Regional Water Quality Control Board, and a Notification of Lake or Streambed Alteration with the CDFW. With the required permits, impacts would be less than significant.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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?	☐	☐	☒	☐

A total of 0.044 acre and 277 linear feet of potential USACE aquatic resources have been mapped within the DA (ECORP 2021c). The ephemeral drainages onsite are not considered to be jurisdictional to the USACE, due to being in the category of features excluded from the definition of waters of the U.S. under the Navigable Waters Protection Rule, which became effective on June 22, 2020. The intermittent stream (Feature 2, Garden Air Creek) is considered to be jurisdictional to the USACE. Based on Project plans, this feature is being avoided by a jack and bore construction method. For Feature 1 impacts, no USACE permit would be required under current law due to it being an ephemeral feature.

However, features considered to be intermittent would require coordination with the USACE pursuant to the CWA. Alteration of any of these drainages would also require permitting with both the RWQCB and CDFW, pursuant to their respective regulations. With the required coordination and permits, impacts would be less than significant.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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?	☐	☐	☐	☒

Approximately two-thirds of the Project Site is located within a paved road ROW. Residential and commercial development border the central portion and some of the northern portion of the Project. The northwestern portion of the Project Site along West County Line Lane likely provides wildlife movement opportunities as the surrounding area around the existing paved road ROW is open and unimpeded land.

Wildlife could cross the Project Site on the paved road in this area where the residential development stops as the alignment travels west on West County Line Lane. The southern portion of the Project, south of Sandalwood Drive, could provide wildlife movement opportunities since it consists of open and unimpeded land. However, the southern portion's value as a corridor is lessened by the I-10 directly to the east and the barbed-wire fencing present. No migratory wildlife corridors or native wildlife nursery sites were identified within the Project Site. Additionally, the disturbances from vehicles on the paved road ROW would likely deter wildlife from moving through the area. Therefore, no impacts to wildlife corridors or nursery sites are expected to occur during the development of the Project Site.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	☒

The City of Calimesa General Plan recognizes that an abundance of wildlife, including sensitive and protected species, exist within the plan area and indicates the intent of the City to promote planning solutions with the goal of conserving and protecting significant wildlife and vegetation habitats (Goal 3, Resource Management Element). To meet this goal, the following policies are included in the general plan:

3.1. Conserve and protect important plant communities and wildlife habitats, such as riparian areas, wetlands, oak woodlands, and other significant tree stands, and rare or endangered plant/animal species by using buffers, creative site planning, revegetation, and open space easements/dedications.

3.2. Encourage the planting of native species of trees and other drought-tolerant vegetation.

3.3. In areas that may contain important plant and animal communities, require developments to prepare biological assessments identifying species types and locations and develop measures to preserve sensitive species to the maximum extent possible.

3.4. Allow new development to remove only the minimum natural vegetation and require the revegetation of graded areas with native plant species.

3.5. Work with state, federal, and local agencies in the preservation of sensitive vegetation and wildlife in the City.

3.6. Protect and maintain sensitive biological habitats by limiting urban development and restricting off-road vehicle use in these areas.

The Resource Management Element specifically mentions the Oak Valley area, stating that dedication of land for open space, provision of wildlife habitat, incorporating native landscaping would be necessary. The City's approach to resource conservation would be geared to the sensitivity of identified resources.

High sensitivity lands are those with significant biological resources, steep slopes, or other natural resources that require in-depth study and review prior to approval of any development.

As part of the City of Calimesa planning and zoning regulations, the Tree Preservation Guidelines (Section 9.14.12 of Title 9 Planning and Zoning) of the Calimesa Municipal Code was adopted in 1994. The guidelines provide for the preservation of trees and particularly certain oak trees in conjunction with the issuance of a development or construction permit. The Calimesa City Council has determined that oak trees are an asset to the community, providing shade and aesthetic quality and benefiting the air quality in the City. The City Council has further made the finding that the City's oak tree preservation regulations are not as stringent as they could be; therefore, the guidelines are currently being revised to include additional restrictions that would deter removal and destruction of the City's oak trees.

The Proposed Project would primarily be located within existing paved roadways. Sensitive riparian communities in the southern Project area would be avoided. Ornamental vegetation in the Project Area, such as street trees, would not be affected by the Proposed Project. No impact would occur.

Would the Project:		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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?	☐	☐	☐	☒

YVWD is not a signatory to the Western Riverside Multiple Species Habitat Conservation Plan (MSHCP), and therefore the Project is not covered by a proposed or adopted habitat conservation plan. No impact or conflict would occur in regard to conservation plans and no mitigation is required.

4.4.3 Mitigation Measures

BIO-1 – Preconstruction Burrowing Owl Survey: A preconstruction wildlife survey shall be conducted for the burrowing owl prior to Project-related ground disturbance south of Sandalwood Drive. The survey shall be conducted within 14 days of initial ground disturbance (grading, grubbing, and construction) in accordance with the CDFW Staff Report on Burrowing Owl Mitigation (CDFW 2012). Typically if burrowing owls or active burrowing owl burrows are identified on a Project site during the survey, these features must be completely avoided during the owl breeding season (March 1 through August 31). If impacts to those features are unavoidable then the Project proponent must also develop an owl mitigation plan in consultation with CDFW. Mitigation methods may include passive relocation conducted between September 1 and February 28) outside of the owl breeding season. If an active owl burrow is identified, and construction is to proceed, then a qualified owl biologist (with two or more years of owl experience) can establish an appropriate disturbance-limit buffer around the burrow using flagging or staking. The buffer limit size can be at the biologist's discretion based on topography of the site and other conditions. Construction activities shall not occur within any buffer zones until the burrow is

deemed inactive by the qualified owl biologist through a minimum of weekly biological monitoring.

BIO-2 – Least Bell's Vireo Survey: The riparian habitat south of Sandalwood Drive, within Garden Air Creek, should be avoided during the least Bell's vireo breeding season (March 15 through August 31). If Project-related ground disturbance south of Sandalwood Drive is proposed from March 15 through August 31, then the riparian areas must be avoided until the area has been shown by survey to not support least Bell's vireo. The survey shall consist of eight separate surveys, conducted at least 10 days apart, in accordance with all stipulations of the federal protocol for least Bell's vireo surveys (USFWS 2001) and by a qualified vireo biologist with at least 30 hours of positive survey experience with the species. Typically if least Bell's vireos are identified on a Project site during such a survey, impacts near riparian features supporting this species must be completely avoided until the breeding season is concluded. If avoidance is not feasible, then consultation with USFWS and CDFW would need to occur and possibly federal Endangered Species Act permitting to offset any impacts. Additional mitigation measures that could be implemented during a permitting process may include compensatory mitigation for loss of occupied habitat or vireo pairs.

BIO-3 – Preconstruction Nesting Bird Survey: If construction or other Project activities are scheduled to occur during the bird breeding season (February 1 through August 31), a preconstruction nesting bird survey shall be conducted by a qualified biologist to ensure that active bird nests will not be disturbed or destroyed. The survey shall be completed no more than 3 days prior to initial ground disturbance. The nesting bird survey shall include the Project site and adjacent areas where Project activities have the potential to affect active nests, either directly or indirectly, due to construction activity, noise, or ground disturbance. If an active nest is identified, a qualified avian biologist shall establish an appropriate disturbance-limit buffer around the nest using flagging or staking. Construction activities shall not occur within any disturbance-limit buffer zones until the nest is deemed inactive by the qualified avian biologist through a minimum of weekly biological monitoring.

4.5 Cultural Resources

4.5.1 Environmental Setting

A Cultural Resources Inventory Report was prepared by ECORP Consulting, Inc. for the proposed Project to determine if cultural resources were present in or adjacent to the Project Area and assess the sensitivity of the Project area for undiscovered or buried cultural resources (ECORP 2021d). The cultural resources inventory included a records search, literature review, and field survey. A records search of the California Historical Resources Information System (CHRIS) at the Eastern Information Center revealed that 21 cultural resources investigations were previously conducted in or within 0.5-mile of the Project Area. Seventeen cultural resources were previously recorded within 0.5-mile of the Project Area as a result of these investigations, and two cultural resources have been previously identified within the Project Area.

Five newly identified cultural resources were recorded in the Project Area as a result of the field survey. Two previously identified cultural resources were updated during the survey. Resource P-33-15300 was originally recorded by K. Ahmet in 2005 and consists of an electrical utility line with eight utility poles along the east side of 7th Street north of Sandalwood Drive; Resource OVS-001 is a historic-period east/west road that was used as a marker between the South Bench (a portion of which would later be part of Calimesa) and North Bench communities; Resource OVS-002 is a historic-period unpaved road that runs north/south, located south of County Line Road; Resource OVS-003 is a historic-period east/west trending unpaved road used to access the surrounding agricultural properties; Resource OVS-004 is a historic-period north/south trending unpaved road depicted on the 1938 aerial photographs; Resource OVS-006 is a historic-period concrete and stone culvert surrounding an approximately 7-foot diameter modern galvanized steel pipe; and Resource OVS-007 is a historic-period metal drainage pipe or culvert on the western shoulder of 7th Street. These seven resources have been evaluated for eligibility for listing in the California Register of Historical Resources (CRHR).

A search of the Sacred Lands File was completed by the California Native American Heritage Commission (NAHC) with positive results, indicating that previously recorded Native American Sacred Lands are present in the vicinity of the Project Area.

4.5.2 Cultural Resources (V) Environmental Checklist and Discussion

Would the Project:		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a)	Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?	☐	☐	☐	☒

Five historic-period cultural resources (OVS-002, OVS-003, OVS-004, OVS-006, and OVS-007) were identified within the Project Area as a result of the Cultural Resources Study. Segments of County Line Road (OVS-001/MR-8) were previously evaluated and listed by the OHP as California Historical Resource Status Code of 6Y, determined ineligible for National Register by consensus through Section 106 process. Resource P-33-15300, evaluated during this investigation, is recommended ineligible for the CRHR and NRHP. OVS-002, OVS-003, OVS-004, OVS-006, and OVS-007 have also been evaluated and recommended not eligible for inclusion in the CRHR and NRHP. Therefore, these resources are not considered Historical Resources as defined under CEQA or Historic Properties as defined by Section 106 of the NHPA.

One previously recorded cultural resource was identified in the Project Area during the CHRIS records search. One additional previously recorded cultural resource was identified in report RI-06263 but the site form has not yet been processed by CHRIS. The search of the Sacred Lands File by the NAHC was positive, indicating the presence of Native American Sacred Lands within the vicinity of the Project Area. Five historic-era cultural resources were newly identified during the field survey; these historic-era resources are two culverts and three roads. No pre-contact cultural resources were identified as a result of the Cultural Resources Study.

Based on these findings, the Proposed Project will not disturb any known Historical Resources as defined under CEQA or Historic Properties as defined by Section 106 of the NHPA. No impacts are anticipated.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☐	☒	☐	☐

The CHRIS records search results revealed a total of 17 previously recorded resources within 0.5-mile of the Project Area (one pre-contact isolate and 16 historic-period resources). Two historic cultural resources, a segment of County Line Road and a powerline with utility poles, are located within the Project Area. Surface sediments within the Project Area consist of Holocene and Pleistocene surficial sediments in which regional pre-contact archaeological deposits have been previously identified and documented. Though no pre-contact cultural resources have been previously recorded in the Project Area, one pre-contact resource is recorded within the 0.5-mile vicinity. As pre-contact resources have been identified in the vicinity and alluvial sediments within the Project Area are considered to hold potential for subsurface cultural resources because they were deposited concurrently with human occupation of the region, the potential for subsurface resources is considered moderate.

Construction monitoring for any ground disturbance in native soils that may occur as part of the Proposed Project would identify subsurface resources so that any discoveries can be managed in accordance with state law as quickly as possible and without undue damage. Unanticipated (or post-review) discoveries found during Project construction must be managed through a procedure designed to assess and treat the find as quickly as possible and in accordance with applicable state and federal law. Impacts would be less than significant with incorporation of mitigation measure **CUL-1.**

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
c) Disturb any human remains, including those interred outside of dedicated cemeteries?	☐	☒	☐	☐

No formal cemeteries are located in or near the Project Area. Most Native American human remains are found in prehistoric archaeological sites. No impacts to human remains are anticipated; however, if any are encountered during ground disturbing construction activities, existing regulations (§7050.5 of the California Health and Safety Code, §5097.98 of the California Public Resources Code, and Assembly Bill 2641) are in place which detail the actions that must be taken if such discoveries are made. Implementation of mitigation measure CUL-1 would reduce impacts to a less than significant level.

4.5.3 Mitigation Measures

CUL-1: A qualified archaeological monitor shall monitor all ground-disturbing construction activities in native soils. The archaeological monitor shall work under the direction of a professional archaeologist, who is a Registered Professional Archaeologist (RPA) meeting the Secretary of the Interior's Professional Qualifications Standards for prehistoric and historic archaeology. If subsurface deposits believed to be cultural or human in origin are discovered during construction, all work must halt within a 60-foot radius of the discovery. The archaeological monitor and the professional archaeologist shall evaluate the significance of the find, and shall have the authority to modify the no-work radius as appropriate, using professional judgment. The following notifications shall apply, depending on the nature of the find:

- If the professional archaeologist determines that the find does not represent a cultural resource, work may resume immediately and no agency notifications are required.
- If the professional archaeologist determines that the find does represent a cultural resource from any time period or cultural affiliation, the archaeologist shall immediately notify the YVWD. The agency shall consult on a finding of eligibility and implement appropriate treatment measures if the find is determined to be an Historical Resource under CEQA, as defined in Section 15064.5(a) of the CEQA Guidelines, or an Historic Property, as defined in 36 CFR 60.4. Work may not resume within the no-work radius until the lead agencies, through consultation as appropriate, determine that the site either: 1) is not an Historical Resource under CEQA or an Historic Property under Section 106, or 2) that the treatment measures have been completed to their satisfaction.
- If the find includes human remains, or remains that are potentially human, the professional archaeologist shall ensure reasonable protection measures are taken to protect the discovery from disturbance (AB 2641). The archaeologist shall notify either the Riverside County Coroner or the San Bernardino County Coroner (per § 7050.5 of the Health and Safety Code), depending on in which county the find occurs. The provisions of § 7050.5 of the California Health and Safety Code, § 5097.98 of the California PRC, and AB 2641 will be implemented. If the Coroner determines the remains are Native American and not the result of a crime scene, the Coroner will notify the NAHC, which then will designate a Native American Most Likely Descendant (MLD) for the project (§ 5097.98 of the PRC). The designated MLD will have 48 hours from the time access to the property is granted to make recommendations concerning treatment of the remains. If the landowner does not agree with the recommendations of the MLD, the NAHC may mediate (§ 5097.94 of the PRC). If no agreement is reached, the landowner must rebury the remains where they will not be further disturbed (§ 5097.98 of the PRC). This will also include either recording the site with the NAHC or the appropriate Information Center; using an open space or conservation zoning designation or easement; or recording a reinternment document with the county in which the property is located (AB 2641). Work may not resume within the no-work radius until the lead agencies, through consultation as appropriate, determine that the treatment measures have been completed to their satisfaction.

CUL-2: If significant pre-contact and/or historic-era cultural resources, as defined by CEQA (as amended, 2015), are discovered and avoidance cannot be ensured, the professional archaeologist shall develop a Monitoring and Treatment Plan, the drafts of which shall be provided to SMBMI for review and comment. The archaeological monitor shall monitor the remainder of the project and implement the Plan accordingly.

4.6 Energy

4.6.1 Environmental Setting

Introduction

Energy consumption is analyzed in this Initial Study due to the potential direct and indirect environmental impacts associated with the Project. Such impacts include the depletion of nonrenewable resources (oil, natural gas, coal, etc.) and emissions of pollutants during the construction phase. The impact analysis focuses on the source of energy that is relevant to the Proposed Project: the equipment-fuel necessary for Project construction.

Fuel Consumption

Fuel consumption during Project construction is analyzed in this analysis as the primary source of energy use that is relative to the proposed Project. While the Project has the potential to consume electricity during operation of the force mains, the amount of increased electricity consumed by this use would be negligible compared to that consumed in Riverside and San Bernardino counties. This analysis focuses on the construction energy needed to implement the Project.

Automotive fuel consumption in Riverside and San Bernardino counties from 2016 to 2020 is shown in Table 4.6-1. Fuel consumption has decreased between 2016 and 2020 for both counties.

Table 4.6-1. Automotive Fuel Consumption in Riverside and San Bernardino Counties 2016-2020

Year	Total Fuel Consumption (gallons) Riverside County	Total Fuel Consumption (gallons) San Bernardino County
2016	1,050,081,403	1,266,302,939
2017	1,022,096,262	1,250,905,259
2018	1,013,901,868	1,235,583,427
2019	1,004,639,936	1,217,246,722
2020	995,753,176	1,201,691,049

Source: CARB 2017

4.6.2 Energy (VI) Environmental Checklist and Discussion

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	☐	☐	☒	☐

The impact analysis focuses on the source of energy that is relevant to the Proposed Project: equipment-fuel necessary for Project construction and material hauling. Addressing energy impacts requires an

agency to make a determination as to what constitutes a significant impact. There are no established thresholds of significance, statewide or locally, for what constitutes a wasteful, inefficient, and unnecessary consumption of energy for a proposed land use project. For the purpose of this analysis, the amount of fuel necessary for Project construction is calculated and compared to that consumed in Riverside and San Bernardino counties. The amount of total construction-related fuel use was estimated using ratios provided in the Climate Registry's General Reporting Protocol for the Voluntary Reporting Program, Version 2.1 (ECORP 2021e). Energy consumption associated with the Proposed Project is summarized in Table 4.6-2.

Table 4.6-2. Proposed Project Fuel Consumption

Energy Type	Annual Energy Consumption	Percentage Increase Countywide
Project Construction San Bernardino & Riverside Counties Portions Combined	**148,597 gallons**	**0.0001 percent**
Project Construction - San Bernardino County Portion	*58,916 gallons*	*0.0000 percent*
Project Construction - Riverside County Portion	*118,227 gallons*	*0.0001 percent*

Source: Climate Registry 2016; ECORP 2021e

Notes: The Project increases in automotive fuel consumption are compared with the countywide fuel consumption in 2020, the most recent full year of data. For Project portions that span both San Bernardino and Riverside counties, fuel consumption was compared to the total fuel consumption of Riverside County (County containing the majority of the Project site). Fuel consumption associated with construction activities conducted in the San Bernardino County portion of the Project was compared to the total fuel consumption of San Bernardino County. Construction activities conducted independently of each other (i.e. activities in Yucaipa vs. activities in Calimesa) would have slightly higher modeled consumption rates compared to the modeled emissions of the entire Project as a whole. When modeling for both regional components of the Project, some emissions are double counted to account for the setup and breakdown of equipment that would otherwise be counted once when modeling the Project in its entirety.

Fuel necessary for Project construction would be required for the operation and maintenance of construction equipment and the transportation of materials to the Project Site. The fuel expenditure necessary to construct the physical infrastructure would be temporary, lasting only as long as Project construction. As shown, the Project's fuel consumption during the construction phase is estimated to be 58,916 gallons for the San Bernardino Project component, 118,227 gallons for the Riverside County component, and 148,597 gallons for the Proposed Project. This would increase the combined annual countywide fuel use by less than 0.0001 percent for all Project components. As such, Project construction would have a nominal effect on local and regional energy supplies. No unusual Project characteristics would necessitate the use of construction equipment that would be less energy efficient than at comparable construction sites in the region or the state. Construction contractors would purchase their own gasoline and diesel fuel from local suppliers and would judiciously use fuel supplies to minimize costs due to waste and subsequently maximize profits. Additionally, construction equipment fleet turnover and increasingly stringent state and federal regulations on engine efficiency combined with state regulations limiting engine idling times and requiring recycling of construction debris would further reduce the amount of transportation fuel demand during Project construction. For these reasons, it is expected that construction fuel consumption associated with the Proposed Project would not be any more inefficient, wasteful, or unnecessary than other similar development projects of this nature.

The Proposed Project would not include the provision of new buildings or any other substantial energy consuming components. Nor would the Project instigate new gasoline-consuming vehicle trips over existing conditions. Therefore, by its nature, the Project would not cause wasteful, inefficient, and unnecessary consumption of energy from long-term operations over existing conditions.

For these reasons, this impact would be less than significant.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☒	☐

As previously described, the impact analysis contained herein focuses on the fuel consumption needed for Project construction. As shown, Project fuel consumption would be negligible and would not be considered inefficient, wasteful, or unnecessary with regard to energy. The Project would comply with relevant energy conservation policies included in the City of Calimesa General Plan (Calimesa 2014), many of which are included in the Sustainability Element. A major overarching goal of this element is to ensure that development in the City aligns with the City's resource conservation goals. Relevant goals include Goal SUS-5, which focuses to reduce automobile use and fuel consumption, and Goal SUS-7, which aims to reduce energy use and improve energy efficiency. The Project would also comply with the goals and policies promulgated by the City of Yucaipa General Plan Public Services and Facilities Element (City of Yucaipa 2015), most statedly goals PSF-8which aims to encourage the use of renewable energy sources and to provide a reliable, adequate, and safe provision of energy to the residents of Yucaipa. The Project would not conflict or obstruct any local or state plans for renewable energy or energy efficiency.

For these reasons, this impact would be less than significant.

4.6.3 Mitigation Measures

No significant impacts were identified, and no mitigation measures are required.

4.7 Geology and Soils

4.7.1 Environmental Setting

Geomorphic Setting

The cities of Calimesa and Yucaipa lie within the geologically active Southern California region, which is subject to earthquakes of varying magnitudes. The proximity of Calimesa and Yucaipa to the San Andreas and San Jacinto faults, as well as to other smaller faults in the region associated with the San Andreas fault system, has the potential for generating earthquakes that would result in strong ground shaking including surface rupture. Yucaipa has surface traces of active faults capable of producing damaging earthquakes. The Chicken Hill Fault runs through west Yucaipa and parallels Oak Glen Road south of Yucaipa Boulevard. The Crafton Hills Fault runs along the southeast front of the Crafton Hills of Yucaipa. Calimesa and Yucaipa are also transected by a series of fault lines, designated Alquist-Priolo Zones.

Regional Seismicity and Fault Zones

An *active fault*, according to California Department of Conservation, Division of Mines and Geology, is a fault that has indicated surface displacement within the last 11,000 years. A fault that has not shown geologic evidence of surface displacement in the last 11,000 years is considered inactive. Surface rupture of a fault generally occurs within 50 feet of an active fault line. The Western Heights fault in the Dunlap Acres area and the south fork of the San Andreas fault zone traverse the northeast corner of the City of Yucaipa. In addition, two Alquist-Priolo faults are northwest of the City on the Chicken Hill Fault and Crafton Fault (City of Yucaipa 2010). The nearest Alquist-Priolo fault zone is located along the Banning Fault within the City of Calimesa, approximately 1.5 miles east of the Project Site.

Soils

The Project Site is underlain by seventeen (17) different soil types. These soils consist of loams and sandy loams. Soil types on the Project Site are listed in the site-specific Custom Soil Resources Report (National Cooperative Soil Survey 2021).

San Bernardino County

- RmC - Ramona sandy loam, 2 to 9 percent slopes, MLRA 19
- SaD - San Emigdio sandy loam, 9 to 15 percent slopes
- SgF2 - San Timoteo loam, 30 to 50 percent slopes, eroded

Riverside County

- GyD2 - Greenfield sandy loam, 8 to 15 percent slopes, eroded
- HcC - Hanford coarse sandy loam, 2 to 8 percent slopes
- HcD2 - Hanford coarse sandy loam, 8 to 15 percent slopes, eroded
- PlB - Placentia fine sandy loam, 0 to 5 percent slopes
- PlD - Placentia fine sandy loam, 5 to 15 percent slopes
- RaB2 - Ramona sandy loam, 2 to 5 percent slopes, eroded
- RaD2 - Ramona sandy loam, 8 to 15 percent slopes, eroded
- ReC2 - Ramona very fine sandy loam, 0 to 8 percent slopes, eroded
- SeD2 - San Emigdio fine sandy loam, 8 to 15 percent slopes, eroded
- SgD2 - San Emigdio loam, 8 to 15 percent slopes, eroded
- ShF - Saugus sandy loam, 30 to 50 percent slopes
- SmF2 - San Timoteo loam, 25 to 50 percent slopes, eroded
- TeG - Terrace escarpments
- TvC - Tujunga loamy sand, channeled, 0 to 8 percent slopes

4.7.2 Geology and Soils (VII) Environmental Checklist and Discussion

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Directly or indirectly cause substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☐	☒
ii) Strong seismic ground shaking?	☐	☐	☒	☐
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐
iv) Landslides?	☐	☐	☒	☐

i) According to the Calimesa General Plan, the Banning Fault is the only active fault in the Project Area that is mapped according to the Alquist-Priolo Act. The Banning Fault is located approximately 1.5 miles east of the Project Site. No known active faults traverse the Project Site or are located adjacent to the Project Site that may rupture during seismic activity. No impact would occur.

ii) Just like most of southern California, in the event of an earthquake strong ground shaking is expected to occur on the Project Site. The Proposed Project does not include the construction of habitable structures and therefore would not expose people or structures to strong seismic ground shaking greater than what currently exists. Sewer pipeline design and construction would comply with current building codes and standards which would reduce the risk of loss resulting from strong ground-shaking. Impacts would be less than significant.

iii) Liquefaction is a phenomenon where water-saturated granular soil loses shear strength during strong ground shaking produced by earthquakes. The loss of soil strength occurs when cyclic pore water pressure increases below the groundwater surface. Potential hazards due to liquefaction include the loss of bearing strength beneath structures, possibly causing foundation failure and/or significant settlements.

In the Calimesa area, most of the canyon tributaries to San Timoteo Creek are filled with loose, unconsolidated deposits that have the potential for liquefaction during a moderate to large earthquake. Additionally, various engineering, geology, and geotechnical studies conducted in the Oak Valley area of Calimesa have confirmed the presence of liquefiable

soils. However, according to the Calimesa General Plan, the Project Site is not located in an area susceptible to liquefaction. A less than significant impact would occur.

iv) According to the Yucaipa General Plan, the risk of landslides is relatively low due to the generally flat topography in the City (City of Yucaipa 2016). The Project Site is also relatively flat and does not contain any steep slopes, nor is it located adjacent to a hillside area with unstable slopes. The northern portion of the Project along County Line Road is designated as generally susceptible to landslides (City of Yucaipa 2016). However, the Project would construct sewer lines within existing paved roads and would not exacerbate the risk of landslides. A less than significant impact would occur.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐

Implementation of the Proposed Project would require ground-disturbing activities, such as grading, that could potentially result in soil erosion or loss of topsoil. Construction of the Proposed Project would be required to comply with the Construction General Permit, either through a waiver or through preparation and implementation of a Storm Water Pollution Prevention Plan (SWPPP). Best Management Practices (BMPs) included in the SWPPP would minimize soil erosion during construction. The Proposed Project's grading plan would also ensure that the proposed earthwork is conducted in a manner that prevents or reduces the potential for soil erosion. Impacts would be less than significant.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☐	☒	☐

Strong ground shaking can cause settlement, lateral spreading, or subsidence by allowing sediment particles to become more tightly packed, thereby reducing pore space. The potential for a landslide, lateral spreading, liquefaction, or collapse at the Project Site is very low. The Project Site is relatively flat and does not have landslide potential. The Proposed Project would not construct habitable structures. Therefore, implementation of the Proposed Project would not contribute to or expose people or structures to substantial adverse effects associates with on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse. Impacts would be less than significant.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	☐	☐	☐	☒

Expansive soils generally result from specific clay minerals that have the capacity to shrink or swell in response to changes in moisture content. Soil types on the Project Site were determined using the Natural Resources Conservation Service (NRCS) Web Soil Survey (National Cooperative Soil Survey 2021). Soils within the Project Site consist of loams and sandy loams which have low shrink-swell potential (NRCS 2021).

The Proposed Project does not propose any habitable structures; therefore, it would not create a substantial direct or indirect risk to life or property. Additionally, the Project would be required to comply with California Building Code (CBC) requirements related to expansive soils. The Project's structural design would be required to incorporate measures prescribed in the CBC to address these design considerations and minimize related project impacts. Appropriate construction plans would be reviewed by the City's Building Official for consistency with current building codes. Thus, with implementation of standard design measures required in the CBC to address expansive soils, impacts would be less than significant.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☐	☒

The Proposed Project would install sewer pipelines withing existing paved roads and a small portion within undeveloped land. No septic tanks are proposed. No impact would occur.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☒	☐	☐

ECORP obtained a paleontological records search for the Project site from the Western Science Center on July 12, 2021 (Western Science Center 2021). According to the Western Science Center, the geologic units underlying the project area is mapped entirely as alluvial fan deposits dating from the Pleistocene to Holocene. Pleistocene sedimentary units are considered to be of high paleontological sensitivity. The

Western Science Center does not have localities within the project area or a one mile radius, but does have numerous localities throughout the region in similarly mapped sediments. Southern California Pleistocene units are well known to produce fossil localities and specimen including those associated with mammoth (*Mammuthus columbi*), mastodon (*Mammut pacificus*), sabertooth cats (*Smilodon fatalis*), ancient horse (*Equus sp.)* and many other Pleistocene megafauna and microfauna.

Any fossils recovered from the project area would be scientifically significant. Implementation of mitigation measure GEO-1 would ensure that if any such resources are found during construction of the Proposed Project, they would be handled according to the proper regulations and any potential impacts would be reduced to less than significant levels.

4.7.3 Mitigation Measures

GEO-1: Unanticipated Discovery – Paleontological Resource. If paleontological resources (i.e., fossil remains) are discovered during excavation activities, the contractor will notify YVWD and cease excavation within 100 feet of the find until a qualified paleontological professional can provide an evaluation of the site. The qualified paleontological professional will evaluate the significance of the find and recommend appropriate measures for the disposition of the site (e.g. fossil recovery, curation, data recovery, and/or monitoring). Construction activities may continue on other parts of the construction site while evaluation and treatment of the paleontological resource takes place.

4.8 Greenhouse Gas Emissions

4.8.1 Environmental Setting

Greenhouse Gas (GHG) emissions are released as byproducts of fossil fuel combustion, waste disposal, energy use, land use changes, and other human activities. This release of gases, such as carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), and chlorofluorocarbons, creates a blanket around the earth that allows light to pass through but traps heat at the surface, preventing its escape into space. While this is a naturally occurring process known as the greenhouse effect, human activities have accelerated the generation of GHGs beyond natural levels. The overabundance of GHGs in the atmosphere has led to an unexpected warming of the earth and has the potential to severely impact the earth's climate system.

Each GHG differs in its ability to absorb heat in the atmosphere based on the lifetime, or persistence, of the gas molecule in the atmosphere. CH_4 traps over 25 times more heat per molecule than CO_2, and N_2O absorbs 298 times more heat per molecule than CO_2. Often, estimates of GHG emissions are presented in carbon dioxide equivalents (CO_2e). Expressing GHG emissions in carbon dioxide equivalents takes the contribution of all GHG emissions to the greenhouse effect and converts them to a single unit equivalent to the effect that would occur if only CO_2 were being emitted.

The local air quality agency regulating the Riverside and San Bernardino counties portion of the SoCAB is the SCAQMD. To provide guidance to local lead agencies on determining significance for GHG emissions in CEQA documents, SCAQMD staff convened a GHG CEQA Significance Threshold Working Group. The Working Group was formed to assist the SCAQMD's efforts to develop a GHG significance threshold and

is composed of a wide variety of stakeholders including the State Office of Planning and Research (OPR), CARB, the Attorney General's Office, a variety of city and county planning departments in the Basin, various utilities such as sanitation and power companies throughout the Basin, industry groups, and environmental and professional organizations. The GHG CEQA Significance Threshold Working Group recommended the options of a numeric *bright-line* threshold of 3,000 metric tons of CO_2e ($MTCO_2e$) annually and an efficiency-based threshold of 3.0 $MTCO_2e$ per service population (defined as the people that congregate on the Project site) per year in 2035. The numeric bright line and efficiency-based thresholds were developed to be consistent with CEQA requirements for developing significance thresholds, are supported by substantial evidence, and provide guidance to CEQA practitioners and lead agencies with regard to determining whether GHG emissions from a proposed project are significant.

In *Center for Biological Diversity v. Department of Fish and Wildlife* (2015) 62 Cal. 4th 2014, 213, 221, 227, following its review of various potential GHG thresholds proposed in an academic study [Crockett, *Addressing the Significance of Greenhouse Gas Emissions: California's Search for Regulatory Certainty in an Uncertain World* (July 2011), 4 Golden Gate U. Envtl. L. J. 203], the California Supreme Court identified the use of numeric bright-line thresholds as a potential pathway for compliance with CEQA GHG requirements. The study found numeric bright line thresholds designed to determine when small projects were so small as to not cause a cumulatively considerable impact on global climate change was consistent with CEQA. Specifically, Public Resources Code section 21003(f) provides it is a policy of the state that "[a]ll persons and public agencies involved in the environmental review process be responsible for carrying out the process in the most efficient, expeditious manner in order to conserve the available financial, governmental, physical and social resources with the objective that those resources may be better applied toward the mitigation of actual significant effects on the environment." The Supreme Court-reviewed study noted, "[s]ubjecting the smallest projects to the full panoply of CEQA requirements, even though the public benefit would be minimal, would not be consistent with implementing the statute in the most efficient, expeditious manner. Nor would it be consistent with applying lead agencies' scarce resources toward mitigating actual significant climate change impacts." (Crockett, *Addressing the Significance of Greenhouse Gas Emissions: California's Search for Regulatory Certainty in an Uncertain World* (July 2011), 4 Golden Gate U. Envtl. L. J. 203, 221, 227.)

The significance of the Project's GHG emissions is evaluated consistent with CEQA Guidelines Section 15064.4(b)(2) by considering whether the Project complies with applicable plans, policies, regulations and requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of GHG emissions. For the proposed Project, the SCAQMD's 3,000 $MTCO_2e$ per year threshold is used as the significance threshold in addition to the qualitative thresholds of significance set forth below from Section VII of CEQA Guidelines Appendix G. The 3,000 $MTCO_2e$ per year threshold represents a 90 percent capture rate (i.e., this threshold captures projects that represent approximately 90 percent of GHG emissions from new sources). The 3,000 $MTCO_2e$ per year value is typically used in defining small projects within this air basin that are considered less than significant because it represents less than one percent of future 2050 statewide GHG emissions target and the lead agency can provide more efficient implementation of CEQA by focusing its scarce resources on the top 90 percent. This threshold is correlated to the 90 percent capture rate for development projects within the air basin. Land use projects above the 3,000 $MTCO_2e$ per year level would fall within the percentage of largest projects that are worth mitigating without wasting

scarce financial, governmental, physical and social resources (Crockett 2011). As noted in the academic study, the fact that small projects below a numeric bright line threshold are not subject to CEQA-based mitigation, does not mean such small projects do not help the state achieve its climat e change goals because even small projects participate in or comply with non-CEQA-based GHG reduction programs (Crockett 2011).

The Project is also compared for consistency with the City of Calimesa's adopted Subregional Climate Action Plan (CAP). The City is a member agency of the Western Riverside Council of Governments (WRCOG), which aims to address community-wide emissions through the preparation of emissions inventories and projected "business-as-usual" GHG levels for the year 2035 (without the implementation of a CAP). In 2010, the City emitted approximately 68,100 $MTCO_2e$ per year, with transportation leading as the largest source of GHG emissions at 64 percent, followed by 35 percent for energy consumption. Under the business-as-usual scenario, emissions were projected to increase by 72 percent in 2020 and 183 percent by 2035. The projected emissions underscore the urgency for WRCOG member agencies like Calimesa to identify and promote emission reduction opportunities in both existing and future development through the participation in the Subregional CAP. The WRCOG CAP was completed in 2014 (branded as "CAPtivate") and is currently being updated through grant funding from the Caltrans Sustainable Transportation Planning Grant Program (branded as the "CAP Update"). The CAP Update provides local jurisdictions a process through which they can collaborate, share ideas, and develop a customized local CAP. The CAP Update will include a comprehensive update to GHG inventories and GHG emissions reduction strategies for all sectors and establishes GHG targets for the years 2030 and 2050 for all WRCOG member jurisdictions. It is anticipated that the CAP Update will be complete by June 2021.

Additionally, the County of San Bernardino adopted a GHG Emissions Reduction Plan ([the "Plan" or "Regional {Reduction} Plan"] currently being updated) in September 2011 that presents a comprehensive set of actions to reduce the County's internal and external GHG emissions to 15 percent below current levels (as of 2007) by 2020, for consistency with Assembly Bill (AB) 32 Scoping Plan. As of 2007, the County's main stationary source of emissions, making up 95 percent, were four cement plants (three of which are in unincorporated County areas); and constituting approximately 45 percent of all external emissions County-wide. Out of all 11 cement plants in the state of California (as of 2007), 30 percent of the GHG emissions were associated with the three plants located in unincorporated County areas. As noted, the County's External Inventory of GHG emissions for the 2007 baseline year was 6,253,063 $MTCO_2e$, with no current data provided to show success of achieving the Plan's GHG emissions reduction targets. The Emissions Reduction Plan Performance Standards, as related to all development projects, contains screening tables to sort out projects that have the potential to significantly impact the County's GHG emissions. A review standard of 3,000 $MTCO_2e$ is to be used to identify projects that require the use of Screening Tables or a project-specific technical analysis to quantify and mitigate project emissions. Projects emitting under 3,000 $MTCO_2e$ will be considered to be consistent with the Plan and determined to have a less than significant individual and cumulative impact for GHG emissions.

The City of Yucaipa is a participating member of the San Bernardino Council of Governments [SBCOG] (formerly the San Bernardino Association of Governments [SANBAG]) and developed its CAP based on the technical information provided by the Regional Reduction Plan. The Regional Reduction Plan established a

baseline of GHG emissions for the region in 2008, allowing individual cities, such as Yucaipa, to formulate emissions reduction measures specific to the City. Because the Regional Plan contained only basic implementation steps that would apply to all cities, the primary effort by the City of Yucaipa was to identify the specific schedule, funding, and implementation actions which are critical to the success of the GHG reduction effort. The City selected a goal to reduce their community GHG emissions by 15 percent below 2008 baseline levels by the year 2020 and allowing project applicants the ability to choose the most appropriate measures for achieving the 29 percent Performance Standard reduction goal significance threshold. To date, the City has not updated its CAP to include emission reduction targets beyond the year 2020.

4.8.2 Greenhouse Gas Emissions (VIII) Environmental Checklist and Discussion

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐

Construction GHG Emissions

A source of GHG emissions associated with the proposed Project would be combustion of fossil fuels during construction activities. The construction phase of the proposed Project is temporary but would result in GHG emissions from the use of heavy construction equipment and construction-related vehicle trips.

Construction-related activities that would generate GHGs include worker commute trips, haul trucks carrying supplies and materials to and from the Project site, and off-road construction equipment (e.g., graders, loaders, excavators). Table 4.8-1 illustrates the specific construction generated GHG emissions that would result from construction of the Project.

Table 4.8-1. Construction-Related Greenhouse Gas Emissions

Emissions Source	CO_2e (Metric Tons/ Year)
San Bernardino County Component	65.47
Riverside County Component	1,200
Total Project	**1,508**
Significance Threshold	*3,000*
Exceed Significance Threshold?	**No**

Source: CalEEMod version 2016.3.2; ECORP 2021a. Due to overlapping phasing and equipment types, the individual components have slightly different CO_2e emissions when summed together compared to the model runs with those components combined.

As shown in Table 4.8-1, Project construction would result in the generation of approximately 1,508 $MTCO_2e$ over the course of construction for the Proposed Project. This is less than the 3,000 $MTCO_2e$ per year significance threshold. Once construction is complete, the generation of these GHG emissions would cease.

Operational GHG Emissions

The Project is proposing the installation of new sewage infrastructure within the cities of Calimesa and Yucaipa. It would not include the provision of new permanent stationary or mobile sources of GHG emissions. As such, no impact would occur. No mitigation is required.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☐	☒

As previously mentioned, the City of Calimesa is a member of the WRCOG CAP that serves as a guide for regional communities to implement GHG-reducing recommendations. As part of the CAP, the City of Calimesa created a number of policies with the goal to reduce the City's GHG emissions to a level 15 percent below its 2010 GHG emissions levels by 2020, which was determined to be consistent with the GHG emissions reduction mandates of AB 32 and as recommended in the AB 32 Scoping Plan. Neither the City nor the WRCOG Subregional CAP has established specific GHG emissions reduction targets for 2035 or future years; however, the CAP identifies a reduction goal of 49 percent below baseline emissions levels to set the WRCOG subregion on a trajectory to meet statewide GHG reduction targets, recognizing that information, methodologies, and data availability may change between now and 2035. There are CEQA consistency checklists and reduction policies in the CAP that pertain to residential, commercial and development projects, however none are directly applicable to new infrastructure projects such as that proposed by the Project. Similarly, the City of Yucaipa CAP established its GHG emissions reduction goal of 29 percent below 1990 levels by 2020, however it does not address reduction goals or measures beyond 2020. Thus, the Project would in no way hinder or conflict with the GHG-reducing goals and strategies of the WRCOG Subregional CAP Update, nor the SBCOG Regional Plan or City of Yucaipa Subregional CAP.

Project-generated GHG emissions would not surpass the significance threshold of 3,000 $MTCO_2e$ established both by the SCAQMD and San Bernardino County GHG Emissions Reduction Plan. The 3,000 $MTCO_2e$ threshold was prepared with the purpose of complying with statewide GHG-reduction efforts. Additionally, once implementation of the Project is complete it would not be a source of operational GHG emissions. As such, there is no impact.

4.8.3 Mitigation Measures

No significant impacts were identified, and no mitigation measures are required.

4.9 Hazards and Hazardous Materials

4.9.1 Hazards and Hazardous Materials (IX) Environmental Checklist and Discussion

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐

Some hazardous materials, such as diesel fuel, would be used at the project site during construction. The transport of hazardous materials by truck is regulated by federal safety standards under the jurisdiction of the U.S. Department of Transportation. The use of such materials for the construction of the Proposed project would not create a significant hazard to the public. No hazardous materials would be transported, used, or disposed of during Project operation. Impacts would be less than significant.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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?	☐	☐	☒	☐

During construction some hazardous materials, such as diesel fuel, would be used. A SWPPP listing BMPs to prevent construction pollutants and products from violating any water quality standard or waste discharge requirements would be prepared for the Proposed Project. The release of any spills would be prevented through the implementation of BMPs listed in the SWPPP. Impacts would be less than significant.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☒

The northern portion of the Project along County Line Road is located approximately 1,000 feet north of Mesa View Middle School. However, as detailed above, construction of the Proposed project would not create a significant hazard to the public. A SWPPP listing BMPs to prevent construction pollutants and products from violating any water quality standard or waste discharge requirements would be prepared for the Proposed Project. The release of any spills would be prevented through the implementation of BMPs listed in the SWPPP. No hazardous materials would be transported, used, or disposed of during Project operation. A less than significant impact would occur.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☒	☐

A search of the Department of Toxic Substances Control's (DTSC) Hazardous Waste and Substances Site List (Cortese List) and EnviroStor online database, USEPA Enviromapper, and the State Water Resources Control Board (SWRCB) GeoTracker online database was conducted for the Proposed Project area (DTSC 2021a and 2021b; USEPA 2021; SWRCB 2021). The searches revealed no known hazardous materials on the project site or immediate vicinity. No impact would occur.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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?	☐	☐	☐	☒

The project site is located approximately 7.5 miles south of Redlands Municipal Airport and is located outside of the designated safety zones and referral zones for the airport. The Proposed Project would involve infrastructure improvements within the existing public right-of-way and would not include the

construction of habitable structures or other structures that could pose a safety hazard. As such, the Proposed Project would not result in a safety hazard for people residing or working in the project area. No impact would occur.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☒	☐	☐

According to the Calimesa General Plan, the Project is located within designated evacuation routes along County Line Road, Avenue L, and the I-10 Freeway. Construction activities, which may temporarily restrict vehicular traffic, would be required to implement adequate and appropriate measures to facilitate the passage of persons and vehicles through/around any required road closures. The YVWD will prepare a Traffic Control Plan to ensure proper access to residences and businesses in the area by emergency vehicles during construction and to maintain traffic flow. Upon construction completion, the project site would return to existing conditions. Impact to emergency access would be less than significant with the incorporation of Mitigation Measure HAZ-1.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	☐	☐	☐	☒

The Proposed Project is primarily located in a developed area of the City of Calimesa. The Project consists of installing sewer mains within existing roads, which would not expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires. Additionally, the Proposed Project is not located on land designated as a state or local fire hazard severity zone (CALFIRE 2021). No impact would occur.

4.9.2 Mitigation Measures

HAZ-1: **Traffic Control Plan.** Prior to construction, the Yucaipa Valley Water District shall prepare a Traffic Control Plan to ensure proper access to residences and businesses in the area by emergency vehicles during construction and to maintain traffic flow. Additionally, to reduce traffic impacts to Mesa View Middle School, construction activities should be limited, and school access shall be maintained at the intersection of 7th Street and Sandalwood Drive between the hours of 7:00 a.m. to 8:00 a.m. and 1:45 p.m. to 2:45 p.m.

4.10 Hydrology and Water Quality

4.10.1 Hydrology and Water Quality (X) Environmental Checklist and Discussion

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	☐	☐	☒	☐

The Water Quality Control Plan for the Santa Ana River Basin (Basin Plan) adopted by the Santa Ana Regional Water Quality Control Board (RWQCB) establishes water quality standards for the ground and surface waters of the region. The RWQCB is responsible for issuing National Pollutant Discharge Elimination System (NPDES) waste discharge permits to protect the beneficial uses of the state's waters. Pursuant to the requirements of the NPDES permit, the proposed Project would be required to retain any additional runoff on site and discharge it to the storm drain system at rates that do not exceed pre-project conditions.

As discussed previously, the Project would comply with the NPDES permit through preparation and implementation of a SWPPP. The focus of a construction SWPPP is to manage soil disturbance, non-storm water discharges, construction materials, and construction wastes during the construction phase of a Project. Potential water quality impacts associated with the Proposed Project include short-term construction-related erosion/sedimentation from ground-disturbing activities and construction-related hazardous material discharge. Since the SWPPP is specifically prepared to manage storm water quality and quantity, and prevent discharge of polluted runoff from the site, adherence to mandated SWPPP requirements would ensure potential impacts that could cause a violation of any water quality standards or waste discharge requirements is less than significant.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	☒	☐

The Sustainable Groundwater Management Act (SGMA) applies to all California Groundwater Basins and requires that high-and medium-priority groundwater basins form Groundwater Sustainability Agencies and be managed in accordance with locally developed Groundwater Sustainability Plans or Alternative Plans (DWR 2019). The Proposed Project falls within the Yucaipa Valley Groundwater Subbasin (8-002.07) and San Timoteo Groundwater Subbasin (8-002.08). The Yucaipa Valley Groundwater Subbasin is currently over-drafted and is prioritized in the High priority category, based on the consideration of the eight

components required in Water Code Section 10933(b) (DWR 2019). The San Timoteo Groundwater Subbasin is prioritized in the Very Low priority category (DWR 2019).

The Proposed Project would construct sewer pipeline within existing paved streets and does not include withdrawal of groundwater. The Project would connect the Summerwind Ranch master planned community to the WRWRF. The Proposed Project would only require minimal water during construction for compaction and dust control purposes. There would be no substantial increase in impermeable surfaces in the project area compared to existing conditions. A less than significant impact to groundwater supplies or recharge is anticipated.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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 surfaces, in a manner that would:				
i) result in substantial erosion or siltation on- or off-site;	☐	☐	☒	☐
ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	☐	☐	☐	☒
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; or	☐	☐	☐	☒
iv) impede or redirect flood flows?	☐	☐	☐	☒

i) Construction of the Proposed Project would require ground disturbing activities, including excavation, grading, and paving. These activities have the potential to result in erosion or siltation on- or off-site. Construction impacts would be less than significant with the implementation of standard construction BMPs. The preparation of a SWPPP prior to construction is intended to identify construction BMPs to eliminate or reduce soil erosion and introduction of pollutants in storm water, as well as eliminate non-storm water discharges to storm water systems and other drainages. BMPs would consist of measures such as a stabilized construction entrance, straw wattles and silt filter bags. Implementation of these measures during construction would minimize or avoid soil erosion during construction of the Proposed Project. Once construction has completed project areas would be paved and returned to their pre-project condition. Impacts would be less than significant.

ii) The majority of the Proposed Project would be located within existing paved streets. All improvements are below ground, and once project construction is completed the project areas would be paved and returned to their pre-project conditions. As such, no changes to the volume of runoff from the project area are anticipated as a result of the Proposed Project. No impact would occur.

iii) The Proposed Project is the installation of sewer pipelines along existing paved streets and a small portion within undeveloped land. All improvements are below ground surface and project areas would be paved and returned to their pre-project conditions. As such, the Proposed Project is not anticipated to change the quality and quantity of runoff water in the project area. Post-project stormwater drainage conditions would be similar to existing conditions. No impact would occur.

iv) Small portions of the project site are within Special Flood Hazard Zone A and AE. However, as previously mentioned, all project improvements would be below ground surface and predominantly along existing paved streets. Once construction is completed all project areas would be paved and returned to their pre-project conditions. Therefore, the Proposed Project would not impede or redirect flood flows. No impact would occur.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☒	☐

Small portions of the project site are within Zone A and AE flood hazard areas, which are subject to inundation by the 1-percent-annual-chance flood event generally determined using approximate methodologies (FEMA 2021). These areas are located adjacent to the Garden Air Wash at the southeastern project site, and the Calimesa Channel in the northeastern portion of the site. However, the Project consist of installing sewer mains within existing paved roads and the release of any spills would be prevented through the implementation of BMPs listed in the SWPPP. Additionally, the project site is located approximately 31 miles northeast of the Pacific Ocean; therefore, tsunamis are not a risk for the project area. The project area is also not located near any reservoirs or lakes that could produces seiches. A less than significant impact would occur.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☐	☒

As discussed above, the Yucaipa Valley Groundwater Subbasin is currently over-drafted and is prioritized in the High priority category, based on the consideration of the eight components required in Water Code

Section 10933(b) (DWR 2019). The San Timoteo Groundwater Subbasin is prioritized in the Very Low priority category (DWR 2019).

The Proposed Project would construct sewer pipeline within existing paved streets and does not include withdrawal of groundwater. The Project would connect the Summerwind Ranch master planned community to the WRWRF. The Proposed Project would only require minimal water during construction for compaction and dust control purposes. There would be no substantial increase in impermeable surfaces in the project area compared to existing conditions.

Potential water quality impacts associated with the Proposed Project include short-term construction-related erosion/sedimentation from ground-disturbing activities and construction-related hazardous material discharge. Impacts associated with construction-related water quality impacts would be avoided or reduced to a level below significance through implementation of standard construction BMPs. No conflict with a groundwater quality control plan would occur.

4.10.2 Mitigation Measures

No significant impacts were identified, and no mitigation measures are required.

4.11 Land Use and Planning

4.11.1 Environmental Setting

The Project site is predominately located in the City of Calimesa, with a small portion within the City of Yucaipa (Figure 1). The City of Calimesa covers approximately 23.2 square miles within the County of Riverside which is bordered by the City of Beaumont to the south and City of Yucaipa to the north. The City of Yucaipa covers approximately 27.8 square miles within the County of San Bernardino. The City of Yucaipa is bordered by the City of Redlands to the west, the unincorporated community of Oak Glen to the east, County of San Bernardino to the north, and the City of Calimesa to the south. Specifically, the proposed Project is located within the existing right-of-way along County Line Road, 7th Place, West Avenue L, and 7th Street. The Project also extends south of Sandalwood Drive, where pipeline installation would occur within undeveloped land adjacent to the I-10 freeway (Figure 2).

The Project is located in Sections 14, 15, and 23 of Township 2 South, Range 2 West of the Yucaipa and El Casco, California USGS 7.5-minute topographic quadrangle maps (Figures 1 and 2). The Project is located approximately five miles northwest of the junction of Interstate 10 and Highway 60, and approximately seven miles south of the foothills of the San Bernardino National Forest. The topography surrounding the site consists of gently to moderately rolling hills and ridgelines, separated by broad valleys and narrow ravines, all scattered with oak trees and scrub vegetation. These valleys and ravines act as natural drainage courses and contain several streambeds.

The northern portion of the Project is located within existing public right-of-way and is surrounded on all sides by open space, low-density residential land, and commercial land uses. The southern portion of the Project (south of Sandalwood Drive) is located outside of the public right-of-way. This portion is bordered by open space to the west and the I-10 freeway to the east.

4.11.2 Land Use and Planning (XI) Environmental Checklist and Discussion

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Physically divide an established community?	☐	☐	☐	☒

The Proposed Project consists of sewer infrastructure improvements within the public right-of-way and a small portion within undeveloped land. Areas within the public right-of-way disturbed by the Proposed Project would be returned to pre-construction conditions upon completion of the Proposed Project. Due to the nature and location of the Proposed Project, it would not physically divide an established community and no impact would occur.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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?	☐	☐	☐	☒

The Proposed Project consists of sewer infrastructure improvements within the public right-of-way and a small portion within undeveloped land; as such, it would not conflict with any applicable land use plans or policies. No impact would occur.

4.12 Mineral Resources

4.12.1 Environmental Setting

The State Mining and Geology Board establishes Mineral Resource Zone (MRZ) designations that quantify the mineral resource potential for specific locations across California. According to these designations, Chino is located in the MRZ-1 and MRZ-3 zones. The MRZ-1 Mineral Resource Zone is defined as a zone where adequate information indicates that no significant mineral deposits are present or likely to be present. In the MRZ-1 Mineral Resource Zone there are no rocks suitable for commercial use, such as shale, siltstone, carbonates and chlorite-schist, and no fine-grained sedimentary deposits that are suitable for use as aggregate. The MRZ-3 Mineral Resource Zone is defined as an area where the significance of mineral deposits cannot be determined from the available data. The MRZ-3 Zone contains sand and gravel deposits, although there is insufficient data to ascertain whether these mineral deposits are significant.

4.12.2 Mineral Resources (XII) Environmental Checklist and Discussion

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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?	☐	☐	☐	☒

The City of Calimesa does not contain any significant sand, gravel, or rock resources, as identified by the Division of Mines and Geology. Although Riverside County areas south of Calimesa, and the cities of Beaumont and Banning east of the City have been classified by the Division of Mines and Geology as MRZ-2, significant mineral resources do not extend into the City. The City of Yucaipa falls entirely within the MRZ-3 zone. The project site is not located on a known important mineral resource recovery site. Therefore, it is reasonable to conclude that the Project would have no impact on, and will not result in the loss of, a known regionally valuable mineral resource. No impact would occur.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	☒

No mining activities currently exist on the site and the site is not zoned or available for mining. The Project is located in a residential area and does not support any mineral extraction activities. Therefore, no impact to locally important mineral resources would occur.

4.12.3 Mitigation Measures

No significant impacts were identified, and no mitigation measures are required.

4.13 Noise

4.13.1 Environmental Setting

Noise Fundamentals

Noise is generally defined as sound that is loud, disagreeable, or unexpected. The selection of a proper noise descriptor for a specific source is dependent on the spatial and temporal distribution, duration, and fluctuation of the noise. The noise descriptors most often encountered when dealing with traffic, community, and environmental noise include the average hourly noise level (in L_{eq}) and the average daily noise levels/community noise equivalent level (in L_{dn}/CNEL). The L_{eq} is a measure of ambient noise, while

the L_{dn} and CNEL are measures of community noise. Each is applicable to this analysis and defined as follows:

- **Equivalent Noise Level (L_{eq})** is the average acoustic energy content of noise for a stated period of time. Thus, the L_{eq} of a time-varying noise and that of a steady noise are the same if they deliver the same acoustic energy to the ear during exposure. For evaluating community impacts, this rating scale does not vary, regardless of whether the noise occurs during the day or the night.
- **Day-Night Average (L_{dn})** is a 24-hour average L_{eq} with a 10-dBA "weighting" added to noise during the hours of 10:00 pm to 7:00 am to account for noise sensitivity in the nighttime. The logarithmic effect of these additions is that a 60 dBA 24-hour L_{eq} would result in a measurement of 66.4 dBA L_{dn}.
- **Community Noise Equivalent Level (CNEL)** is a 24-hour average L_{eq} with a 5-dBA weighting during the hours of 7:00 pm to 10:00 pm and a 10-dBA weighting added to noise during the hours of 10:00 pm to 7:00 am to account for noise sensitivity in the evening and nighttime, respectively.

Noise can be generated by a number of sources, including mobile sources, such as automobiles, trucks and airplanes, and stationary sources, such as construction sites, machinery, and industrial operations.

Sound spreads (propagates) uniformly outward in a spherical pattern, and the sound level decreases (attenuates) at a rate of approximately 6 dB for each doubling of distance from a stationary or point source. Sound from a line source, such as a highway, propagates outward in a cylindrical pattern, often referred to as cylindrical spreading. Sound levels attenuate at a rate of approximately 3 dB for each doubling of distance from a line source, such as a roadway, depending on ground surface characteristics (Federal Highway Administration [FHWA] 2011). Soft surfaces, such as soft dirt or grass, can absorb sound, so an excess ground-attenuation value of 1.5 dB per doubling of distance is normally assumed (FHWA 2011).

The manner in which older structures in California were constructed generally provides a reduction of exterior-to-interior noise levels of about 20 to 25 dBA with closed windows (Caltrans 2002). The exterior-to-interior reduction of newer structures is generally 30 dBA or more (HMMH 2006).

Human Response to Noise

The human response to environmental noise is subjective and varies considerably from individual to individual. Noise in the community has often been cited as a health problem, not in terms of actual physiological damage, such as hearing impairment, but in terms of inhibiting general well-being and contributing to undue stress and annoyance. The health effects of noise in the community arise from interference with human activities, including sleep, speech, recreation, and tasks that demand concentration or coordination. Hearing loss can occur at the highest noise intensity levels.

Noise environments and consequences of human activities are usually well represented by median noise levels during the day or night or over a 24-hour period. Environmental noise levels are generally

considered low when the CNEL is below 60 dBA, moderate in the 60- to 70-dBA range, and high, above 70 dBA. Examples of low daytime levels are isolated, natural settings with noise levels as low as 20 dBA and quiet, suburban, residential streets with noise levels around 40 dBA. Noise levels above 45 dBA at night can disrupt sleep. Examples of moderate-level noise environments are urban residential or semi-commercial areas (typically 55 to 60 dBA) and commercial locations (typically 60 dBA). People may consider louder environments adverse, but most will accept the higher levels associated with noisier urban residential or residential-commercial areas (60 to 75 dBA) or dense urban or industrial areas (65 to 80 dBA). Regarding increases in dBA, the following relationships should be noted in understanding this analysis:

- Except in carefully controlled laboratory experiments, a change of 1.0 dBA cannot be perceived by humans.
- Outside of the laboratory, a 3.0-dBA change is considered a just-perceivable difference.
- A change in level of at least 5.0 dBA is required before any noticeable change in community response would be expected. An increase of 5.0 dBA is typically considered substantial.
- A 10.0-dBA change is subjectively heard as an approximate doubling in loudness and would almost certainly cause an adverse change in community response.

Noise Sensitive Land Uses

Noise-sensitive land uses are generally considered to include those uses where noise exposure could result in health-related risks to individuals, as well as places where quiet is an essential element of their intended purpose. Residential dwellings are of primary concern because of the potential for increased and prolonged exposure of individuals to both interior and exterior noise levels. Additional land uses such as hospitals, historic sites, cemeteries, and certain recreation areas are considered sensitive to increases in exterior noise levels. Schools, churches, hotels, libraries, and other places where low interior noise levels are essential are also considered noise-sensitive land uses.

There are numerous single-family residences within proximity of the roadways that encompass the Project site located on 7th Street, West Avenue L, 7th Place and West County Line Road, with the closest noise-sensitive receptor located approximately 20 feet distant.

Vibration Fundamentals

Ground vibration can be measured several ways to quantify the amplitude of vibration produced. This can be through peak particle velocity or root mean square velocity. These velocity measurements measure maximum particle at one point or the average of the squared amplitude of the signal, respectively.

Vibration impacts on people can be described as the level of annoyance and can vary depending on an individual's sensitivity. Generally, low-level vibrations may cause window rattling but do not pose any threats to the integrity of buildings or structures.

Existing Ambient Noise Environment

The cities of Calimesa and Yucaipa are impacted by various noise sources. Both cities are subject to typical urban noise such as noise generated by traffic, heavy machinery, and day-to-day outdoor activities as well as noise generated from the various land uses (e.g., residential, commercial, institutional, and recreational and parks activities) that generate stationary source noise. Mobile sources of noise, especially cars and trucks, are the most common and continuous source of noise in the Project Area. The major noise sources in the vicinity of the Project includes roadway noise traffic from I-10, as well as traffic noise on local roadways.

The American National Standards Institute (ANSI) Standard 12.9-2013/Part 3 "Quantities and Procedures for Description and Measurement of Environmental Sound – Part 3: Short-Term Measurements with an Observer Present" provides a table of approximate background sound levels in L_{dn}, daytime L_{eq}, and nighttime L_{eq}, based on land use and population density. The ANSI standard estimation divides land uses into six distinct categories. Descriptions of these land use categories, along with the typical daytime and nighttime levels, are provided in Table 4.13-1. At times, one could reasonably expect the occurrence of periods that are both louder and quieter than the levels listed in the table. ANSI notes, "*95% prediction interval [confidence interval] is on the order of +/- 10 dB*." The majority of the Project area would be considered ambient noise Categories 4 to 6 given the changing population densities and activities surrounding the linear Project Site.

Table 4.13-1. ANSI Standard 12.9-2013/Part 3 A-weighted Sound Levels Corresponding to Land Use and Population Density

Category	Land Use	Description	People per Square Mile	Typical L_{dn}	Daytime L_{eq}	Nighttime L_{eq}
1	Noisy Commercial & Industrial Areas and Very Noisy Residential Areas	Very heavy traffic conditions, such as in busy, downtown commercial areas; at intersections for mass transportation or for other vehicles, including elevated trains, heavy motor trucks, and other heavy traffic; and at street corners where many motor buses and heavy trucks accelerate.	63,840	67 dBA	66 dBA	58 dBA
2	Moderate Commercial & Industrial Areas and Noisy Residential Areas	Heavy traffic areas with conditions similar to Category 1, but with somewhat less traffic; routes of relatively heavy or fast automobile traffic, but where heavy truck traffic is not extremely dense.	20,000	62 dBA	61 dBA	54 dBA
3	Quiet Commercial, Industrial Areas and Normal Urban & Noisy Suburban Residential Areas	Light traffic conditions where no mass transportation vehicles and relatively few automobiles and trucks pass, and where these vehicles generally travel at moderate speeds; residential areas and commercial	6,384	57 dBA	55 dBA	49 dBA

Table 4.13-1. ANSI Standard 12.9-2013/Part 3 A-weighted Sound Levels Corresponding to Land Use and Population Density

		streets, and intersections, with little traffic compose this category.				
4	Quiet Urban & Normal Suburban Residential Areas	These areas are similar to Category 3, but for this group, the background is either distant traffic or is unidentifiable; typically, the population density is one-third the density of Category 3.	2,000	52 dBA	50 dBA	44 dBA
5	Quiet Residential Areas	These areas are isolated, far from significant sources of sound, and may be situated in shielded areas, such as a small wooded valley.	638	47 dBA	45 dBA	39 dBA
6	Very Quiet Sparse Suburban or rural Residential Areas	These areas are similar to Category 4 but are usually in sparse suburban or rural areas; and, for this group, there are few if any nearby sources of sound.	200	42 dBA	40 dBA	34 dBA

Source: The American National Standards Institute (ANSI) 2013

4.13.2 Noise (XIII) Environmental Checklist and Discussion

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Result in 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?	☐	☒	☐	☐

Construction Noise Impacts

Construction noise associated with the Proposed Project would be temporary and would vary depending on the nature of the activities being performed. Noise generated would primarily be associated with the operation of off-road construction equipment and construction vehicle traffic on area roadways. Construction noise typically occurs intermittently and varies depending on the nature or phase of construction (e.g., trenching, site preparation, paving). Noise generated by construction equipment, including excavators, material handlers, and portable generators, can reach high levels. Typical operating cycles for these types of construction equipment may involve one or two minutes of full power operation followed by three to four minutes at lower power settings. Other primary sources of acoustical disturbance would be random incidents, which would last less than one minute (such as dropping large pieces of equipment or the hydraulic movement of machinery lifts). Construction noise levels could

negatively affect sensitive land uses in the vicinity of the construction site. The nearest noise sensitive receptor to the Project site are residences located approximately 20 feet from construction activities.

The City of Calimesa does not promulgate a numeric threshold pertaining to the noise associated with construction. This is because construction noise is temporary, short term, intermittent in nature, and would cease on completion of the Project. Additionally, construction would occur throughout the Project alignment depending on the activity and would not be concentrated at one point. Instead, the City Municipal Code, specifically Section 8.15.080 *Construction,* prohibits the use of any construction equipment between the hours of 7:00 p.m. and 7:00 a.m. on weekdays, before the hours of 10:00 a.m. and after 5:00 p.m. on Saturdays, Sundays, and major holidays. When holidays fall on a Sunday, it is unlawful for any person to operate any single or a combination of powered construction equipment at any construction site before 10:00 a.m. or after 5:00 p.m. on the following Monday. Additionally, no such equipment, or a combination of equipment regardless of age or date of acquisition, shall be operated so as to cause noise at a level in excess of 75 decibels for more than eight hours during any 24-hour period when measured at or within the property lines of any property which is developed and used either in part or in whole for residential purposes. These sound levels shall be corrected for time duration in accordance with Table 4.13.2. Furthermore, as per Section 8.15.090 *Containers and Construction Material,* it is unlawful for any person to handle or transport or cause to be handled or transported in any public place any container or any construction material in such a way as to create a disturbing, excessive, or offensive noise as defined below:

A. Any sound or noise which constitutes a nuisance involving discomfort or annoyance to persons of normal sensitivity residing in the area;

B. Any sound or noise conflicting with criteria standards or levels as set forth in this chapter for permissible noises;

C. Any sound or noise conflicting with criteria standards or levels established by the federal or state government which are applicable in the City.

Table 4.13-2. Construction-Related Sound Levels Corrected with Time Durations

Total Duration in 24 Hours	Decibel Level Allowance	Total Decibel Level
Up to 15 minutes	+15	90
Up to 30 minutes	+12	87
Up to 1 hour	+9	84
Up to 2 hours	+6	81
Up to 4 hours	+3	78
Up to 8 hours	0	75

Source: Calimesa Municipal Code Section 8.15.080 *Construction Equipment* (2021).

For all construction activities conducted within Calimesa city limits, construction noise levels are subject to Sections 8.15.080 and 8.15.090 of the City Municipal Code. As previously described, the City Municipal Code limits the use of any construction equipment between the hours of 7:00 a.m. and 7:00 p.m. on weekdays, and between the hours of 10:00 a.m. and 5:00 p.m. on Saturdays, Sundays, and major holidays as long as the noise level at any residential property line does not exceed 75 dBA.

It is noted a small portion of the Project alignment is within the City of Yucaipa. For the component of the Project site located within Yucaipa, Section 87.0905 *Noise* exempts construction noise from City standards between the hours of 7:00 a.m. and 7:00 p.m. except Sundays and Federal holidays. For construction activities conducted outside of City exempted times, an exterior noise level of up to 55 dBA shall be allowed at residential properties.

Because the majority of the Project site is located in the City of Calimesa and the small portion within the City of Yucaipa is not near sensitive receptors, the Project construction equipment noise levels are calculated using the Roadway Noise Construction Model for the construction process and compared against the Calimesa construction-related noise level threshold of 75 dBA. The anticipated short-term construction noise levels generated from Project construction equipment are presented in Table 4.13-3. As previously stated, the nearest noise-sensitive land use to the Project site are residences located approximately 20 feet from the eastern Project site boundary.

Table 4.13-3. Onsite Construction Average (dBA) Noise Levels by Receptor Distance and Construction Equipment

Equipment	Estimated Exterior Construction Noise Level @ Closest Noise Sensitive Receptor	Construction Noise Standard (dBA L_{eq})	Exceeds Standards?
Grading			
Excavator	84.7	*75*	**Yes**
Grader	89.0	*75*	**Yes**
Off-Highway Tractor	88.0	*75*	**Yes**
Off-Highway Truck	79.0	*75*	**Yes**
Scrapers (2)	87.6 (each)	*75*	**Yes**
Tractor/Loader/Backhoe	83.1	*75*	**Yes**
Combined Grading Equipment	**95.0**	*75*	**Yes**
Construction			
Bore/Drill Rigs	85.3	*75*	**Yes**
Crane	80.6	*75*	**Yes**
Excavators (2)	84.7	*75*	**Yes**
Off-Highway Trucks (2)	79.0 (each)	*75*	**Yes**

Table 4.13-3. Onsite Construction Average (dBA) Noise Levels by Receptor Distance and Construction Equipment

Equipment	Estimated Exterior Construction Noise Level @ Closest Noise Sensitive Receptor	Construction Noise Standard (dBA L_{eq})	Exceeds Standards?
Roller	81.0	*75*	**Yes**
Rubber Tired Loader	83.1	*75*	**Yes**
Tractor/Loader/Backhoe	88.0	*75*	**Yes**
Combined Construction Equipment	**93.3**	*75*	**Yes**
Paving			
Off-Highway Truck	79.0	*75*	**Yes**
Paver	82.2	*75*	**Yes**
Roller	81.0	*75*	**Yes**
Surfacing Equipment	90.5	*75*	**Yes**
Combined Paving Equipment	**91.7**	*75*	**Yes**

Source: Construction noise levels were calculated by ECORP Consulting using the FHWA Roadway Noise Construction Model (FHWA 2006); ECORP 2021f

Notes: Construction equipment used during construction derived from CalEEMod 2016.3.2. CalEEMod is designed to calculate air pollutant emissions from construction activity and contains default construction equipment and usage parameters for typical construction projects based on several construction surveys conducted in order to identify such parameters.

L_{eq} = The equivalent energy noise level, is the average acoustic energy content of noise for a stated period of time. Thus, the L_{eq} of a time-varying noise and that of a steady noise are the same if they deliver the same acoustic energy to the ear during exposure. For evaluating community impacts, this rating scale does not vary, regardless of whether the noise occurs during the day or the night.

As shown in Table 4.13-3, construction noise would exceed the City's 75 dBA construction noise standard at the nearest residential receptors. Mitigation is required to reduce construction noise to levels below this threshold. Noise barriers or enclosures can provide a sound reduction of 35 dBA or greater (WEAL 2000). To be effective, a noise enclosure/barrier must physically fit in the available space, must completely break the line of sight between the noise source and the receptors, must be free of degrading holes or gaps, and must not be flanked by nearby reflective surfaces. Noise barriers must be sizable enough to cover the entire noise source and extend lengthwise and vertically as far as feasibly possible to be most effective. The limiting factor for a noise barrier is not the component of noise transmitted through the material, but rather the amount of noise flanking around and over the barrier. In the case of Project construction, an enclosure/barrier would only be necessary at the area of the construction site where noise producing activities are being performed.

As such, the following mitigation is required to reduce impacts to less than significant.

NOI-1: In order to reduce construction noise at sensitive residential receptors adjacent to Project construction, a temporary noise barrier or enclosure shall be positioned between construction equipment and all residential properties within 20 feet of construction activities in a manner that

breaks the line of sight between the construction equipment and these residences, to the extent feasible. The temporary noise barrier shall have a sound transmission class (STC) of 10 or greater in accordance with American Society for Testing and Materials Test Method E90, or at least 2 pounds per square foot to ensure adequate transmission loss characteristics. The temporary noise barrier can consist of a solid plywood fence at least 7/16-inch in thickness and/or flexible sound curtains, such as an 18-ounce tarp or a 2-inch-thick fiberglass blanket, attached to chain link fencing or some other support structure. The length, height, and location of the temporary noise barrier shall be adequate to assure proper acoustical performance. Specifically, the barrier must completely break the line of sight between construction equipment and residential properties within 20 feet of construction activity, must be free of degrading holes or gaps, and must not be flanked by nearby reflective surfaces. All noise control barrier walls shall be designed to preclude structural failure due to such factors as winds, shear, shallow soil failure, earthquakes, and erosion.

Implementation of mitigation measure NOI-1 would substantially reduce construction-generated noise levels. As previously described, noise barriers or enclosures such as that recommended in mitigation measure NOI-1 can provide a sound reduction 35 dBA or greater (WEAL 2000), which would be a reduction robust enough to maintain construction noise levels less than 75 dBA. Temporary noise barriers can consist of a solid plywood fence and/or flexible sound curtains, such as an 18-ounce tarp or a 2-inch-thick fiberglass blanket. Therefore, Project construction activities would not expose persons to and generate noise levels in excess of City standards with implementation of NOI-1.

Construction Traffic Noise Impacts

Project construction would result in additional traffic on adjacent roadways over the time period that construction occurs. According to the CalEEMod model, which is used to predict air pollutant emissions associated with Project construction, including those generated by worker commute trips and material haul truck trips, the maximum number of construction workers traveling to and from the Project site on a single day would be 380 worker trips, 148 vendor truck trips, and 21 haul truck trips for a total of 549 daily trips. (Due to the nature of the proposed Project being conducted in a linear fashion with overlapping phases, the total worker commute trips and vendor trips were taken from the phase with the highest daily trip rate [Pipeline Construction phase]. Assuming an equal distribution of visiting haul truck trips over the 182-day construction period results in 21 haul truck trips daily.) According to the California Department of Transportation (Caltrans) *Technical Noise Supplement to the Traffic Noise Analysis Protocol* (2013), doubling of traffic on a roadway is required to result in an increase of 3 dB (outside of the laboratory, a 3-dBA change is considered a just-perceivable difference). Project construction would not instigate traffic trips at rates great enough to consistently double traffic on Project vicinity roadways and therefore generate a perceptible noise level increase. Due to the nature of the proposed Project being conducted in a linear fashion with overlapping phases, daily construction-related traffic trips would not all travel the same route or arrive at a same location along the linear site daily, but would be diffused throughout different locations of the site accessed by differing routes. According to the City of Calimesa General Plan Transportation and Mobility Chapter, the roadways which encompass the Project site, County Line Road, 7th Place, and 7th Street, are each classified as Secondary Arterial facilities. Secondary arterial roadways are defined as roadways providing a 72-foot curb-to-curb roadway within an 88-foot right-of-way, a sufficient

width to provide two through lanes in each direction (plus a center left turn lane) without parking, or one lane in each direction (plus a center left turn lane) with parking. According to the General Plan Transportation and Mobility Chapter, secondary arterials function in a similar manner to major arterials, though contain two through lanes instead of three. Secondary arterials are typically spaced at half-mile intervals between major arterials, or, where appropriate, depending on geographic and land use conditions. The Project's short-term contribution of 549 daily trips over the course of construction would not result in a doubling of traffic on the secondary arterials encompassing the Project site. Thus, the Project's contribution to existing traffic noise would not be perceptible and no impact would occur. Once construction is complete, all construction-related traffic trips would cease. The Project would have a less than significant impact.

Operational Onsite Noise Impacts

The Project is the installation of new force mains and sewage transmission lines. It would not be a source of mobile or stationary noise sources and thus would not be a source of operational noise. The Project would have no impact.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b) Result in generation of excessive groundborne vibration or groundborne noise levels?	☐	☒	☐	☐

Construction-Generated Vibration

Excessive groundborne vibration impacts result from continuously occurring vibration levels. Increases in groundborne vibration levels attributable to the Project would be primarily associated with short-term construction-related activities. Construction on the Project site would have the potential to result in varying degrees of temporary groundborne vibration, depending on the specific construction equipment used and the operations involved. Ground vibration generated by construction equipment spreads through the ground and diminishes in magnitude with increases in distance.

Construction-related ground vibration is normally associated with impact equipment such as pile drivers, jackhammers, and the operation of some heavy-duty construction equipment, such as dozers and trucks. It is noted that pile drivers would not be necessary during Project construction. Vibration decreases rapidly with distance and it is acknowledged that construction activities would occur throughout the Project site and would not be concentrated at the point closest to sensitive receptors. Groundborne vibration levels associated with construction equipment are summarized in Table 4.13-4.

Table 4.13-4. Representative Vibration Source Levels for Construction Equipment

Equipment Type	Peak Particle Velocity at 25 Feet (inches per second)
Large Bulldozer	0.089
Caisson Drilling	0.089
Loaded Trucks	0.076
Hoe Ram	0.089
Jackhammer	0.035
Small Bulldozer/Tractor	0.003
Vibratory Roller	0.210

Source: Federal Transit Administration (FTA) 2018; Caltrans 2020

The majority of the Project alignment is located in the City of Calimesa; the small portion within the City of Yucaipa is not near sensitive receptors that may be affected by vibration. Therefore, Project impacts are analyzed in accordance with City of Calimesa requirements. The City of Calimesa does not regulate vibrations associated with construction. However, a discussion of construction vibration is included for full disclosure purposes. Policy N-7 of the City of Calimesa's General Plan Noise Chapter discourages land uses consisting of sensitive receptors (e.g., schools, hospitals, rest homes, long-term care facilities, mental care facilities, residential uses, libraries, and passive recreation) to be within areas where existing or projected future vibration levels are in excess of 0.0787 peak particle velocity (PPV). While this standard is not intended to pertain to construction-related groundborne vibration due to the temporary nature of construction, it is used in this analysis for comparison purposes. The nearest structures of concern to the construction site are the single-family residences located along the Project area roadways, with the closest being approximately 20 feet distant. Based on the representative vibration levels presented for various construction equipment types in Table 3.13-4 and the construction vibration assessment methodology published by the FTA (2018), it is possible to estimate the potential Project construction vibration levels. The FTA provides the following equation:

$$[PPV_{equip} = PPV_{ref} \times (25/D)^{1.5}]$$

Table 4.13-5 presents the expected Project related vibration levels at a distance of 20 feet.

Table 4.13-5. Construction Vibration Levels at 20 Feet

Receiver PPV Levels (in/sec)[1]					Peak Vibration	Threshold	Exceed Threshold
Small Bulldozer	Jackhammer	Loaded Trucks	Large Bulldozer/ Caisson Drilling/Hoe Ram	Vibratory Roller			
0.004	0.049	0.106	0.124	0.293	**0.293**	*0.0787*	**Yes**

Notes: [1]Based on the Vibration Source Levels of Construction Equipment included on Table 1.4-2 (FTA 2018).

As shown in Table 4.13-5, construction equipment would result in a groundborne vibration velocity level above the recommended standard of 0.0787 inch per second PPV. In order to protect the nearby structures, the following mitigation is necessary.

NOI-2: The following measures is recommended during all construction of the proposed Project:

- All construction equipment shall be operated as far away from residential structures as reasonably possible.
- Installation of the proposed water main line shall be implemented without the use of vibratory rollers. Pneumatic rollers are permitted.

Mitigation measure **NOI-2** would prohibit the type of equipment (vibratory rollers) that result in the most intense vibration levels and limit the use of other construction equipment to the extent feasible.

Operational-Generated Vibration

Project operations would not include the use of any large-scale stationary equipment that would result in excessive vibration levels. Therefore, the Project would not result in groundborne vibration impacts during operations. For this reason, no impact would occur.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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?	☐	☐	☐	☒

The Project site is not located within the vicinity of a private airstrip. The nearest public airport to the Project site is the San Bernardino International Airport, located approximately 12.65 miles northwest of the Project site. The Project site is located outside of the 65 dBA CNEL airport noise contours for the

airport. Therefore, construction of the proposed Project would not expose workers to noise levels from airport activity that would be in excess of normally acceptable standards for the proposed land use development, and no impact would occur.

4.13.3 Mitigation Measures

NOI-1: In order to reduce construction noise at sensitive residential receptors adjacent to Project construction, a temporary noise barrier or enclosure shall be positioned between construction equipment and all residential properties within 20 feet of construction activities in a manner that breaks the line of sight between the construction equipment and these residences, to the extent feasible. The temporary noise barrier shall have a sound transmission class (STC) of 10 or greater in accordance with American Society for Testing and Materials Test Method E90, or at least 2 pounds per square foot to ensure adequate transmission loss characteristics. The temporary noise barrier can consist of a solid plywood fence at least 7/16-inch in thickness and/or flexible sound curtains, such as an 18-ounce tarp or a 2-inch-thick fiberglass blanket, attached to chain link fencing or some other support structure. The length, height, and location of the temporary noise barrier shall be adequate to assure proper acoustical performance. Specifically, the barrier must completely break the line of sight between construction equipment and residential properties within 20 feet of construction activity, must be free of degrading holes or gaps, and must not be flanked by nearby reflective surfaces. All noise control barrier walls shall be designed to preclude structural failure due to such factors as winds, shear, shallow soil failure, earthquakes, and erosion.

NOI-2: The following measures are required during all construction of the proposed Project:

- All construction equipment shall be operated as far away from residential structures as reasonably possible.
- Installation of the proposed water main line shall be implemented without the use of vibratory rollers. Pneumatic rollers are permitted.

4.14 Population and Housing

4.14.1 Population and Housing (XIV) Environmental Checklist and Discussion

	Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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)?	☐	☐	☐	☒

The Proposed Project would install a sewer system that connects to the previously approved Summerwind Ranch master planned community, which consists of 3,683 residential units, 260 acres of commercial and

business parks, three schools, 90 acres of parks and community recreation, and a water reclamation facility. The new sewer infrastructure would accommodate planned residences and would not directly or indirectly induce population growth. No impact would occur.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b) Displace substantial numbers of people or existing housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

The Proposed Project does not include the removal or disturbance of existing housing; therefore, it would not displace people. The majority of the sewer pipelines would be installed along paved roadways, with a small portion installed in undeveloped land. No impact to housing would occur.

4.14.2 Mitigation Measures

No significant impacts were identified, and no mitigation measures are required.

4.15 Public Services

Fire Services

The City of Calimesa provides fire protection services through a contract for services with the Riverside County Fire Department. The City has contracted with Riverside County for fire services since city incorporation in 1990. As of 2013, the City is served primarily by Station No. 21, which is located adjacent to City Hall. The immediate response area of this station extends from County Line Road to Cherry Valley Boulevard. Station No. 22 provides support to Station No. 21 and responds to calls as necessary (City of Calimesa 2014).

Yucaipa Fire maintains aid agreements with surrounding agencies to provide assistance during and after a fire emergency. Automatic aid agreements are in place with the City of Redlands Fire Department and Riverside County Fire Department. Yucaipa Fire maintains mutual aid agreements with the US Forest Service for wildland areas north and east of Yucaipa. Mutual and automatic aid agreements are also in place with the San Bernardino County Fire Department. Yucaipa Fire also maintains a cooperative agreement with the San Bernardino County Fire Department (City of Yucaipa 2015).

Police Services

The City of Calimesa provides law enforcement services through a service contract with the Riverside County Sheriff's Department. The City has contracts with the Sheriff's Department for specific levels of service (e.g., number of patrol hours, number of officers). The County Sheriff's station providing services to the Calimesa area is located at 50290 Main Street in Cabazon. The Cabazon Station also serves the unincorporated pass area around Beaumont and Banning, and the unincorporated areas of Cabazon,

Cherry Valley, Poppet Flats, San Gorgonio, San Timoteo Canyon, Twin Pines, and Whitewater (City of Calimesa 2014).

The Yucaipa Police Department provides effective safety and emergency response services, community programs, and educational activities. The police department protects residents and businesses from crime, transportation hazards, and other safety hazards The Yucaipa Police Department also implements a wide variety of programs to improve and maintain the safety of neighborhoods (City of Yucaipa 2015).

Schools

Yucaipa-Calimesa Joint Unified School District serves the cities' student residents. The district offers seven elementary schools (grades K–5/6), three middle schools (grades 6/7– 8), and three high schools (grades 9–12). In addition, alternative schools, charter schools, online classes, and an adult school are also provided (City of Yucaipa 2015). The nearest school is Mesa View Middle School, located approximately 1,000 feet southwest of the northern portion of the site.

Other Public Facilities

The cities of Calimesa and Yucaipa are home to other recreational facilities, including golf courses, senior centers, equestrian facilities, community centers, and others.

4.15.1 Public Services (XV) Environmental Checklist and Discussion

	Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a)	result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
	Fire Protection?	☐	☐	☐	☒
	Police Protection?	☐	☐	☐	☒
	Schools?	☐	☐	☐	☒
	Parks?	☐	☐	☐	☒
	Other Public Facilities?	☐	☐	☐	☒

The Proposed Project would not change existing demand for public services (e.g., fire and police protection, schools, parks, libraries, or health clinics) because no increase in population growth would

occur from the proposed sewer installation project. The Proposed Project would also not generate new employment or population growth; therefore, no increase in the demand for schools, parks, or other public facilities would occur. No impacts are anticipated.

4.15.2 Mitigation Measures

No significant impacts were identified, and no mitigation measures are required.

4.16 Recreation

The proximity of Yucaipa and Calimesa to the surrounding hillsides, canyons, nearby state parks, and San Bernardino National Forest has encouraged a history of preserving land for varied recreation activities, including walking, biking, and equestrian activities. Calimesa park and recreation programs are supported by the Community Services Commission, which is responsible for recommending policies and procedures to the City Council for the administration, operation, development, improvement, and maintenance of community facilities, including parks, recreation facilities, and park and recreation programs (City of Calimesa 2014). The natural open spaces provide the setting for a latticework of hiking, biking, and equestrian trails in Crafton Hills, Yucaipa Hills, San Bernardino National Forest, and Wildwood Canyon (City of Yucaipa 2010).

The nearest park to the project site is Creekside Park in the City of Calimesa. This park encompasses 1.17 acres on 7th Place between West Avenue L and West County Line Road, west of Interstate 10. It includes a comfort station, basketball hoops, a children's play area, and picnic areas.

4.16.1 Recreation (XVI) Materials Checklist

	Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a)	Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☐	☒

No increase in demand, or use of, existing parks or recreational facilities would result from the implementation of the Proposed Project because no population growth would occur. The Proposed Project consists of the construction of the new sewer pipelines that would require routine maintenance. Routine maintenance of project facilities would be managed by existing City public works staff and would not result in an increase in employment. Therefore, no increase in demand or use of existing parks or recreational facilities would result from the implementation of the Proposed Project. No impact would occur.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b) Include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?	☐	☐	☐	☒

The Proposed Project would install sewer pipelines and would not affect recreational facilities. As such, the Proposed Project would not require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment. No impact would occur.

4.16.2 Mitigation Measures

No significant impacts were identified, and no mitigation measures are required.

4.17 Transportation

4.17.1 Environmental Setting

Roadway System

Much of Calimesa's land area is undeveloped; therefore, most of the existing roadways are found in the older, more urban, central city area. The roadway system generally consists of local roads, residential and major collectors, and secondary arterials. Interstate 10 runs north–south through the city and is a major transportation route connecting the Los Angeles Basin to the Coachella Valley and the inland desert areas.

Pedestrian Facilities

Pedestrian facilities include sidewalks, walkways, bridges, crosswalks, signals, illumination, and benches, among other amenities. Pedestrian facilities provide a vital link between other methods of travel and can make up a considerable portion of short-range trips made in the community. Where pedestrian facilities exist, people will be much more likely to make shorter trips by walking rather than by vehicle. Pedestrian facilities also provide a vital link for commuters who use other transportation facilities such as rail, bus, and park-and-ride lots (City of Calimesa 2014). There are no paved sidewalks along the project alignment, except for small portions along County Line Road and the southern end of 7th Street.

Bikeways

The City of Calimesa has bicycle lanes painted adjacent to existing roadways. There are no facilities in the community for bikes only; however, the City does maintain a series of multi-use trails, which accommodate bicycles as well as pedestrians. No designated bicycle lanes are located within the project boundary.

Public Transportation System

Yucaipa Dial-A-Ride provides on-call transit services for the general public in the project vicinity. This service is provided on a space-available basis, with priority given to Americans with Disabilities Act (ADA)-certified individuals.

4.17.2 Transportation (XVII) Environmental Checklist and Discussion

Would the Project:		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a)	Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	☐	☒	☐	☐

Construction Impacts

During construction, the Project would generate trips associated with construction crews and material deliveries. Access and construction activities would occur within the City of Calimesa and City of Yucaipa roadway rights-of-way. Disturbance activities would occur on existing paved and dirt access roads and in developed and vegetated areas adjacent to the access roads.

Construction would be temporary, and potential traffic-related impacts would not occur in the same location over the eight-month construction period, but would rather move along the pipeline alignment. Disturbed areas would be restored to original grade. As such, temporary construction impacts are not expected to have a significant impact related to the RTP/SCS, which focuses on long-term, regional circulation projects.

Although construction impacts would not be substantial, construction of the proposed Project may necessitate individual traffic lane closures. Mesa View Middle School has a single entrance at the intersection of 7th Street and Sandalwood Drive at the southern portion of the Project alignment. To reduce traffic impacts to Mesa View Middle School, construction activities near this intersection would be limited during pickup and drop-off hours (between the hours of 7:00 a.m. to 8:00 a.m. and 1:45 p.m. to 2:45 p.m) as required in Mitigation Measure HAZ-1. To ensure the appropriate traffic controls are implemented and potential traffic impacts related to lane closures are less than significant, the Proposed Project shall implement Mitigation Measure HAZ-1 as described in Section 4.9.2.

Operational Impacts

Operational impacts are anticipated to be similar to existing conditions because the Proposed Project would continue the existing use as a public right-of-way once construction is complete. Once operational, the Project would not conflict with local or regional transportation plans because it would rehabilitate a below-ground pipeline that would not have a permanent impact on circulation. YVWD would continue to operate its wastewater system with no operational modifications using standard vehicles. Long-term impacts on the circulation system plans would be less than significant.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b) Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	☐	☐	☒	☐

CEQA Guidelines Section 15064.3, subdivision (b) provides criteria for analyzing transportation impacts based on a vehicle miles traveled (VMT) methodology instead of the now superseded (as of January 1, 2019) level of service (LOS) methodology. Pertinent to the Proposed Project are those criteria identified in Section 15064.3(b)(1) Land Use Projects. According to this section:

> "Vehicle miles traveled exceeding an applicable threshold of significance may indicate a significant impact. Generally, projects within one-half mile of either an existing major transit stop or a stop along an existing high- quality transit corridor should be presumed to cause a less than significant transportation impact. Projects that decrease vehicle miles traveled in the project area compared to existing conditions should be presumed to have a less than significant transportation impact."

However, Section 15064.3(b)(3) allows an agency to determine a project's transportation impact on a qualitative basis if a VMT methodology is unavailable, as is the case with the Proposed Project.

Section 15064.3(b)(3) is as follows:

> "Qualitative Analysis. If existing models or methods are not available to estimate the vehicle miles traveled for the particular project being considered, a lead agency may analyze the project's vehicle miles traveled qualitatively. Such a qualitative analysis would evaluate factors such as the availability of transit, proximity to other destinations, etc. For many projects, a qualitative analysis of construction traffic may be appropriate."

The Proposed Project would result in a short-term increase in the amount of traffic on the local roadways during construction. Following completion of the Project there would be no increase in traffic beyond current conditions. The Proposed Project would not increase the capacity of any of the affected roadways in the area and, as such, would not lead to a measurable and substantial increase in VMT. Therefore, the Proposed Project would have a less than significant impact in this area.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☐	☒

The Proposed Project would install sewer pipelines below the ground, primarily along existing paved streets. Once construction ends the project area would be returned to its pre-project condition. The

Project does not include any component that would alter existing roadway design features. The Project does not include any component that would introduce new hazards since the Project does not propose any new roadways. Furthermore, the Project is not proposing a new use that could introduce incompatible elements to area roadways. The Project contractor would prepare a site-specific Traffic Control Plan to be implemented during construction, which would be reviewed and approved by the City. Improvements would be reviewed by a registered civil engineer to meet City development standards. Therefore, no impacts are anticipated. No impact would occur.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
d) Result in inadequate emergency access?	☐	☒	☐	☐

Construction of the Proposed Project would require construction activities to occur within the public right-of-way along Sandalwood Drive, 7th Street, Ave L, 7th Place, and County Line Road. As explained under Impact a), above, construction of the Project would generate trips associated with construction crews and material deliveries and may necessitate individual traffic lane closures. Lane closures and other construction activities have the potential to result in inadequate access for emergency vehicles. Traffic control requirements would require that emergency crews have access, as needed, and that the Contractor coordinates the location of the work daily for routing of emergency vehicles. Traffic control would also require the Contractor to make reasonable efforts, wherever possible, to provide landowners access to their property and patrons access to businesses during execution of the work. To ensure that Project construction would not interfere with emergency response times, the proposed Project would implement Mitigation Measure HAZ-1. With the incorporation of traffic control measures identified in Mitigation Measure HAZ-1, impacts would be less than significant.

4.17.3 Mitigation Measures

Mitigation measure HAZ-1 is listed in Section 4.9.2 of this Initial Study.

4.18 Tribal Cultural Resources

4.18.1 Regulatory Setting

Assembly Bill 52

Effective July 1, 2015, Assembly Bill 52 (AB 52) amended CEQA to require that: 1) a lead agency provide notice to those California Native American tribes that requested notice of projects proposed by the lead agency; and 2) for any tribe that responded to the notice within 30 days of receipt with a request for consultation, the lead agency must consult with the tribe. Topics that may be addressed during consultation include TCRs, the potential significance of project impacts, type of environmental document that should be prepared, and possible mitigation measures and project alternatives.

Pursuant to AB 52, Section 21073 of the Public Resources Code defines California Native American tribes as "a Native American tribe located in California that is on the contact list maintained by the NAHC for the

purposes of Chapter 905 of the Statutes of 2004." This includes both federally and non-federally recognized tribes.

Section 21074(a) of the Public Resource Code defines TCRs for the purpose of CEQA as:

1. Sites, features, places, cultural landscapes (geographically defined in terms of the size and scope), sacred places, and objects with cultural value to a California Native American tribe that are either of the following:

    a. included or determined to be eligible for inclusion in the California Register of Historical Resources; and/or

    b. included in a local register of historical resources as defined in subdivision (k) of Section 5020.1; and/or

    c. 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 Section 5024.1. In applying the criteria set forth in subdivision (c) of Section 5024.1 for the purposes of this paragraph, the lead agency shall consider the significance of the resource to a California Native American tribe.

Because criteria a and b also meet the definition of a historical resource under CEQA, a TCR may also require additional consideration as a historical resource. TCRs may or may not exhibit archaeological, cultural, or physical indicators.

Recognizing that California tribes are experts in their tribal cultural resources and heritage, AB 52 requires that CEQA lead agencies provide tribes that requested notification an opportunity to consult at the commencement of the CEQA process to identify TCRs. Furthermore, because a significant effect on a TCR is considered a significant impact on the environment under CEQA, consultation is used to develop appropriate avoidance, impact minimization, and mitigation measures.

4.18.2 Summary of AB 52 Consultation

On August 18, 2021, YVWD sent project notification letters to the following California Native American tribes, which had previously submitted general consultation request letters pursuant to 21080.3.1(d) of the Public Resources Code:

- Morongo Band of Mission Indians
- San Manuel Band of Mission Indians

Each recipient was provided a brief description of the project and its location, the lead agency contact information, and a notification that the tribe has 30 days to request consultation. The 30-day response period concluded on September 17, 2021.

No response was received from the Morongo Band of Mission Indians as of the publication of this IS/MND. The YVWD received an email response from the San Manuel Band of Mission Indians on August 26, 2021. The email response stated that, due to the nature and location of the Proposed Project, the Tribe did not

have concerns with the Project's implementation. However, the Proposed Project is located within Serrano ancestral territory and unknown, buried resources may be encountered during construction. The San Manuel Band of Mission Indians provided YVWD with proposed mitigation measures that would bring impacts of the Proposed Project to TCRs to a less than significant level. The YVWD has agreed to include these specific mitigation measures for tribal cultural resources in this IS/MND. The San Manuel Band of Mission Indians indicated that no additional consultation pursuant to CEQA is required for the Project unless there is an unanticipated discovery of cultural resources during project implementation.

4.18.3 Tribal Cultural Resources (XVIII) Environmental Checklist and Discussion

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, 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 Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k), or	☐	☒	☐	☐
ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American Tribe.	☐	☒	☐	☐

i-ii) While there are no known tribal cultural resources (TCRs) in the project footprint, ground-disturbing activities have the potential to result in the discovery of, or inadvertent damage to, archaeological contexts and human remains, and this possibility cannot be eliminated. Consequently, there is a potential for significant impacts on TCRs. If previously unrecorded TCRs are encountered during construction that could potentially be affected, implementation of Mitigation Measures TCR-1 through TCR-2 would reduce impacts to less than significant.

4.18.4 Mitigation Measures

TCR-1: The San Manuel Band of Mission Indians Cultural Resources Department (SMBMI) shall be contacted of any pre-contact and/or historic-era cultural resources discovered during project implementation, and be provided information regarding the nature of the find, so as to provide Tribal input with regards to significance and treatment. Should the find be deemed significant, as defined by CEQA (as amended, 2015), a Cultural Resources Monitoring and Treatment Plan shall be created by the professional archaeologist, in coordination with SMBMI, and all subsequent finds shall be subject to this Plan. This Plan shall allow for a monitor to be present that represents SMBMI for the remainder of the project, should SMBMI elect to place a monitor on-site.

TCR-2: Any and all archaeological/cultural documents created as a part of the project (isolate records, site records, survey reports, testing reports, etc.) shall be supplied by the professional archaeologist to the YVWD for dissemination to SMBMI. The YVWD shall, in good faith, consult with SMBMI throughout the life of the project.

4.19 Utilities and Service Systems

4.19.1 Utilities and Service Systems (XIX) Environmental Checklist and Discussion

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	☐	☐	☒	☐

The Project proposes to construct 14,600 linear feet of 10-inch and 12-inch parallel force mains and 9,500 linear feet of 18- to 21-inch gravity sewer main. The pipeline would connect the Summerwind Ranch residential development in the City of Calimesa to the WRWRF in the City of Yucaipa. No new or expanded water or wastewater treatment facilities would be required. Further, the Project would not impact natural gas, electric power, or telecommunications facilities. The environmental effects from constructing the proposed pipeline improvements are described in this Initial Study. Impacts would be less than significant.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	☐	☐	☒	☐

The California Water Code requires urban water suppliers within the state to prepare and adopt Urban Water Management Plans (UWMPs) for submission to the California Department of Water Resources (DWR). The UWMPs, which are required to be filed every five years, must satisfy the requirements of the Urban Water Management Planning Act (UWMP Act) of 1983, including amendments that have been made to the UWMP Act and other applicable regulations.

The 2020 Integrated Regional Urban Water Management Plan (UWMP) for the San Bernardino Valley area, is intended to function as a planning tool to guide broad-perspective decision making by the management of water suppliers. It is represented by the San Bernardino Valley Municipal Water District (Valley District) service area, and nine participating retail water purveyors: City of Colton, East Valley Water District, City of Loma Linda, City of Redlands, City of Rialto, Riverside Highland Water Company, City of San Bernardino Municipal Water Department, West Valley Water District, and YVWD. According to the 2020 UWMP, YVWD would have sufficient water supplies for the years 2020 through 2040 during normal, dry and multiple dry years (Water Systems Consulting, Inc. 2021).

The Proposed Project would construct sewer pipeline within existing paved streets and does not include withdrawal of groundwater. The Project would connect the Summerwind Ranch master planned community to the WRWRF. The Proposed Project would only require minimal water during construction for compaction and dust control purposes. During operation the Proposed Project would not require water. Impacts would be less than significant.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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?	☐	☐	☒	☐

The YVWD provides sewer service to approximately 24,000 equivalent dwelling units in the district's service area, which also includes the cities of Calimesa and Yucaipa and portions of unincorporated Riverside and San Bernardino counties. Sewage treatment is provided at the WRWRF (City of Calimesa 2014).

The Project involves construction of sewer infrastructure within existing roads to connect the Summerwind Ranch master planned community to the WRWRF. While certain processes within the sewer treatment plant have higher capacity ratings, the current overall capacity of the WRWRF sewer treatment plant is 8 million gallons per day (mgd) (YVWD 2021).

The force mains are designed to carry a range of flows starting with low flows during initial operation, and then gradually increasing flows as the projects develop, and then finally ultimate flows when the developments are built-out. Initially, sewage would flow through the 10-inch force main at a rate of 800 gpm, which is greater than the initial peak sewage flow of 357 gpm. When flows increase and the flow rate approaches the capacity of the 10" force main (at approximately 750 gpm) the station discharge will be switched to the 12" force main. The sewage would then discharge through the 12-inch force main at a rate of 1,175 gpm until the sewage flow rate approaches the capacity of the 12-inch force main (at approximately 1,100 gpm). Once the 12-inch capacity is met, both force mains would be utilized and sewage will then discharge from the station through both the 10-inch and 12-inch force mains at a design flow rate of 1,782 gpm.

Furthermore, the project is consistent with the City's General Plan land use designation and does not represent unplanned growth given that the project site would be developed consistent with its land use and zoning designations. Impacts would be less than significant.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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?	☐	☐	☒	☐

Minimal waste would be generated by the Proposed Project during construction. During operation the Proposed Project would not generate solid waste. As such, the Proposed Project is not anticipated to generate solid waste in excess of State or local standards. Impacts would be less than significant.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☐	☒

Waste generated by the Proposed Project would comply with all applicable federal, state, and local statutes and regulations related to solid waste. No impact would occur.

4.19.2 Mitigation Measures

No significant impacts were identified, and no mitigation measures are required.

4.20 Wildfire

4.20.1 Environmental Setting

Government Code 51175-89 directs the California Department of Forestry and Fire Protection (CALFIRE) to identify areas of very high fire hazard severity zones within Local Responsibility Areas. Mapping of the areas, referred to as Very High Fire Hazard Severity Zones (VHFHSZ), is based on data and models of potential fuels over a 30 to 50-year time horizon and their associated expected fire behavior, and expected burn probabilities to quantify the likelihood and nature of vegetation fire exposure to buildings. According to the CALFIRE VHFHSZ Map, the project site is not located within a VHFHSZ (CALFIRE 2021).

4.20.2 Wildfire (XX) Environmental Checklist and Discussion

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒

The Proposed Project is primarily located in a developed area of the City of Calimesa. According to the Calimesa General Plan, the Project is located within designated evacuation routes along County Line Road, Avenue L, and the I-10 Freeway. Construction activities, which may temporarily restrict vehicular traffic, would be required to implement adequate and appropriate measures to facilitate the passage of persons and vehicles through/around any required road closures. In compliance with mitigation measure HAZ-1, YVWD will prepare a Traffic Control Plan to ensure proper access to residences and businesses in the area by emergency vehicles during construction and to maintain traffic flow. Upon construction completion, the project site would return to existing conditions. Additionally, the Proposed Project is not located on land designated as a state or local fire hazard severity zone (CALFIRE 2021). No impact would occur.

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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?	☐	☐	☐	☒

The project site is located on relatively flat roads. The Proposed Project would not substantially alter the slope, wind patterns, or other factors that could exacerbate wildfire risks. Thus, the Proposed Project would not expose project occupants to pollutant concentrations from a wildfire or uncontrolled spread of a wildfire. Furthermore, the site is not located in a VHFHSZ (CALFIRE 2021). No impact would occur.

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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?	☐	☐	☐	☒

The Proposed Project is primarily located within an urbanized area and would not exacerbate fire risk or impacts to the environment. The Project would install sewer lines within existing paved roads. Furthermore, the site is not located in a VHFHSZ (CALFIRE 2021). As such, no impact would occur.

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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?	☐	☐	☐	☒

The project site is located on relatively flat roads and is not characterized by steep slopes that could be susceptible to post-wildfire downslope or downstream landslides. Following construction, all ground surfaces would be restored to pre-construction conditions. Therefore, the proposed Project would not expose people or structures to significant risks as a result of runoff, postfire slope instability, or drainage changes. Furthermore, the site is not located in a VHFHSZ (CALFIRE 2021). No impact would occur.

4.20.3 Mitigation Measures

No significant impacts were identified, and no mitigation measures are required.

4.21 Mandatory Findings of Significance

4.21.1 Mandatory Findings of Significance (XXI) Environmental Checklist and Discussion

Does the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, 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?	☐	☒	☐	☐

Impacts to biological and cultural resources are discussed in the respective sections of this Initial Study. The Proposed Project is primarily located within existing paved roads in the City of Calimesa and is surrounded by residential and commercial development. Impacts to biological resources would be less than significant with incorporation of mitigation measures **BIO-1** through **BIO-3**. Impacts to cultural resources would be less than significant with incorporation of mitigation measure **CUL-1** through **CUL-2**. Impacts to paleontological resources would be less than significant with incorporation of mitigation measure **GEO-1**.

Does the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b) Have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	☐	☒	☐	☐

Potentially significant impacts from the Proposed Project identified in this Initial Study would occur during construction and would be mitigated to a less than significant level. No operational significant impacts were identified. Accordingly, the Proposed Project would not otherwise combine with impacts of related development to add considerably to any cumulative impacts in the region. With mitigation, the Proposed Project would not have impacts that are individually limited, but cumulatively considerable. Therefore, the project would have a less than cumulatively considerable impact with mitigation incorporated.

Does the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
c) Have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☒	☐	☐

The checklist categories of: Air Quality, Greenhouse Gas Emissions, Hazards and Hazardous Materials, Cultural, Geology and Soils, Hydrology and Water Quality, Population and Housing, Tribal Cultural, Noise, Transportation, and Wildfire evaluate Project impacts that may have adverse effects on human beings, either directly or indirectly. All of the Project's impacts on human beings, both direct and indirect, that are attributable to the Project were identified and mitigated if necessary. Therefore, the Proposed Project would not either directly or indirectly cause substantial adverse effects on human beings because all potentially adverse direct and indirect impacts of the proposed Project are identified as having no impact, less than significant impact, or less than significant impact with mitigation. Direct and indirect impacts to human beings would be less than significant with the implementation of mitigation measures listed in this Initial Study.

SECTION 5.0 LIST OF PREPARERS

5.1 Yucaipa Valley Water District

Lead Agency

Joseph Zoba, General Manager

5.2 ECORP Consulting, Inc.

CEQA Documentation/Air Quality/Biological Resources/Cultural Resources/Greenhouse Gas/Noise

Anne Surdzial, Project Manager

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