DRAFT

Initial Study and Mitigated Negative Declaration

Recycled Water Distribution System Expansion Project – Pressure Zones 10 to 11

Yucaipa, California

Lead Agency:

Yucaipa Valley Water District
12770 Second Street
Yucaipa, California 92399

Prepared by:

ECORP Consulting, Inc.
ENVIRONMENTAL CONSULTANTS

215 North Fifth Street
Redlands, California 92374

March 2023

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DRAFT MITIGATED NEGATIVE DECLARATION

Lead Agency: Yucaipa Valley Water District (YVWD)

Project Proponent: Yucaipa Valley Water District

Project Location: All Project components are located in the City of Calimesa, Riverside County, California. The new booster station (B-10.3 Recycled Water Booster) site would be located adjacent to existing boosters at the YVWD's Henry N. Wochholz Regional Water Recycling Facility (WRWRF) located at 880 West County Line Road, Calimesa, California 92320. Approximately 234 linear feet of pipeline would connect to the water system in the approved Mesa Verde Estates Specific Plan area. A single new recycled water reservoir (R-11.4 Water Reservoir) would be constructed on undeveloped YVWD-owned property northeast of the intersection of Condit Avenue and Sharon Way adjacent to a future drinking water reservoir.

Project Description: YVWD proposes the expansion of the recycled water system to serve the approved the Mesa Verde Specific Plan Area and Summerwind Ranch at Oak Valley Specific Plan Area of the City of Calimesa, Riverside County, California (Project). The Project includes the construction of a 5.5-million-gallon recycled water reservoir, a booster station, and approximately 0.35 mile of 24-inch recycled water pipeline to connect to the water system within the Specific Plan areas. Approximately 234 linear feet of pipeline would connect to the water system in the approved Mesa Verde Estates Specific Plan area and approximately 1,600 linear feet of pipeline in Condit Avenue and Sharon Way would connect to the existing recycled water system in Singleton Road.

Public Review Period: March 16, 2023 to April 17, 2023

Mitigation Measures Incorporated into the Project to Avoid Significant Effects:

Biological Resources

BIO-1: **Preconstruction Burrowing Owl Surveys:** Two preconstruction burrowing owl surveys shall be conducted prior to Project-related ground disturbance. The first survey shall be conducted between 30 to 14 days prior to initial ground disturbance (grading, grubbing, and construction) and the second survey should be conducted within 24 hours of initial ground disturbance. The surveys shall be conducted 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 Area 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 YVWD 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 burrowing owl burrow is identified, and construction is to proceed, then a qualified biologist (with two or more years of owl experience) shall 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 biologist through a minimum of weekly biological monitoring.

BIO-2: **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 three days prior to initial ground disturbance. The nesting bird survey shall include the Project Area 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.

BIO-3: **Biological Monitoring:** A qualified biologist shall be present to monitor all initial ground-disturbing and vegetation clearing performed within areas that contain suitable habitat for special-status plant and wildlife species. During each monitoring day, the biological monitor shall perform clearance survey "sweeps" at the start of each workday that vegetation clearing takes place to minimize impacts on special-status species with potential to occur. The monitor will be responsible for ensuring that impacts to special-status species, nesting birds, and active nests will be avoided to the greatest extent possible. Biological monitoring shall take place until the Project Area has been completely cleared of any vegetation. If an active nest is identified, the biological monitor 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 no longer active by the biologist. If special-status wildlife species are detected during biological monitoring activities, then consultation with the USFWS and/or CDFW shall be conducted, and a mitigation plan shall be developed to avoid and offset impacts to these species. Mitigation measures may consist of work restrictions or additional biological monitoring activities after ground-disturbing activities are complete.

BIO-4: **Drainage Impact Avoidance.** Impacts to the two aquatic drainage features identified adjacent to the Project Areas shall be avoided either through Project design or construction methods. Should avoidance not be possible and impacts to the drainage be necessary, a formal Aquatic Resources Delineation (ARD) shall be conducted to determine if it is subject to the jurisdiction of the CDFW or USACE. The ARD shall be conducted based on the guidelines presented in the USACE *1987 Wetlands Delineation Manual* as well as the *Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Arid West Region*, September 2008. The delineation shall also comply with the standards required by CDFW and the RWQCB.

If there are any planned Project-related impacts to jurisdictional streams, regulatory permitting will be required in advance for these impacts, including submittal and processing of a Pre-Construction Notification with the USACE, a Notification of Lake or Streambed Alteration with the CDFW, and a Section 401 Water Quality Certification with the RWQCB. The Project shall comply with the mitigation measures resulting from the ARD.

Cultural Resources

CUL-1: If subsurface deposits believed to be cultural or human in origin are discovered during construction, all work must halt within a 100-foot radius of the discovery. A qualified professional archaeologist, meeting the Secretary of the Interior's Professional Qualification Standards for prehistoric and historic archaeology, shall be retained to 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 lead agencies. The agencies shall consult on a finding of eligibility and implement appropriate treatment measures, if the find is determined to be a Historical Resource under CEQA, as defined in Section 15064.5(a) of the CEQA Guidelines or a historic property under Section 106 NHPA, if applicable. 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 a Historical Resource under CEQA or a 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 archaeologist shall ensure reasonable protection measures are taken to protect the discovery from disturbance (AB 2641). The archaeologist shall notify the Riverside County Coroner (per § 7050.5 of the Health and Safety Code). 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 can 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 agency, through consultation as appropriate, determines that the treatment measures have been completed to their satisfaction.

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 find. The qualified paleontological professional will evaluate the significance of the find and recommend appropriate measures for the disposition of the resource (e.g., fossil recovery, curation, data recovery, and/or monitoring). Construction activities may continue on other parts of the construction site outside of the 100-foot buffer while evaluation and treatment of the paleontological resource takes place.

Hazards and Hazardous Materials

HAZ-1: Prior to construction, the Yucaipa Valley Water District (or its contractor) shall prepare a Traffic Control Plan to ensure the following during the construction phase of the Proposed Project: emergency vehicle access to residences and businesses in the area, maintenance of traffic flow, and maintenance of access to evacuation routes.

Noise

NOI-1: The following measures shall be applied to Project construction of the R-11.4 Water Reservoir and associated pipeline:

1. All construction equipment, fixed or mobile, will be equipped with properly operating and maintained mufflers, consistent with manufacturer standards.
2. All stationary construction equipment will be placed so that emitted noise is directed away from the noise sensitive receptors nearest the Project Area.
3. As applicable, shut off all equipment when not in use.

4. Equipment staging shall be located in areas that create the greatest distance between construction-related noise/vibration sources and sensitive receptors surrounding the Project Area.

5. All other portable stationary noise sources (e.g., jackhammers, pneumatic equipment, excavators, drill rigs) will be screened from sensitive receptors in a manner that breaks the line of sight between the construction equipment and these residences. Temporary noise barriers/enclosures shall have a sound transmission class 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. 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 the construction site and the residences south of Condit Avenue, must be free of degrading holes or gaps and must not be flanked by nearby reflective surfaces. All noise control barrier walls/enclosures shall be designed to preclude structural failure due to such factors as winds, shear, shallow soil failure, earthquakes, and erosion.

6. No amplified music and/or voice will be allowed on the construction site.

Tribal Cultural Resources

TCR-1: The Yuhaaviatam of San Manuel Nation Cultural Resources Department (YSMN) shall be contacted of any pre-contact and/or post-contact 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 discovery be deemed significant, as defined by CEQA (as amended, 2015), a cultural resources Monitoring and Treatment Plan shall be created by the archaeologist, in coordination with YSMN, and all subsequent finds shall be subject to this Plan. This Plan shall allow for a monitor to represent YSMN for the remainder of the Project, should YSMN elect to place a monitor onsite.

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 to the YVWD for dissemination to YSMN. The YVWD shall, in good faith, consult with YSMN throughout the life of the Project.

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LIST OF ACRONYMS AND ABBREVIATIONS

Term	Definition
AB	Assembly Bill
AF	acre-feet
ANSI	American National Standards Institute
APE	Area of Potential Effect
AQMP	Air Quality Management Plan
ARD	Aquatic Resources Delineation
BAAQMD	Bay Area Air Quality Management District
BMPs	Best Management Practices
BTAC	Basin Technical Advisory Committee
BTR	Biological Technical Report
CAA	Clean Air Act
CAAQS	California Ambient Air Quality Standards
CalEEMod	California Emissions Estimator Model
CalEPA	California Environmental Protection Agency
CAL FIRE	California Department of Forestry and Fire Protection
Caltrans	California Department of Transportation
CAP	Climate Action Plan
CARB	California Air Resources Board
CBC	California Building Code
CCR	California Code of Regulations
CDFW	California Department of Fish and Wildlife
CEC	California Energy Commission
CEQA	California Environmental Quality Act
CESA	California Endangered Species Act
CFC	California Fire Code
CFD	Calimesa Fire Department
CFR	Code of Federal Regulations
CGS	California Geological Survey
CH_4	methane
CHP	California Highway Patrol
CHRIS	California Historical Resources Information System
CNDDB	California Natural Diversity Database
CNEL	Community Noise Equivalent Level
CNPS	California Native Plant Society

Term	Definition
CNPSEI	California Native Plant Society Electronic Inventory
CO	carbon monoxide
CO_2	carbon dioxide
CO_2e	carbon dioxide equivalent
CPUC	California Public Utilities Commission
CRHR	California Register of Historic Resources
CUPA	Certified Unified Program Agency
dBA	A-weighted decibel
DHS	California Department of Health Services
DOC	California Department of Conservation
DOT	U.S. Department of Transportation
DPM	diesel particulate matter
DTSC	Department of Toxic Substances Control
DWR	California Department of Water Resources
ECORP	ECORP Consulting, Inc.
EIC	Eastern Information Center
EIR	Environmental Impact Report
EMT	Emergency Medical Technician
ESA	Endangered Species Act
FEMA	Federal Emergency Management Agency
FHWA	Federal Highway Administration
FIRM	Flood Insurance Rate Map
FMMP	Farmland Mapping and Monitoring Program
FRA	Federal Responsibility Areas
FTA	Federal Transit Administration
GHG	greenhouse gas
GSA	Groundwater Sustainability Agency
GSP	Groundwater Sustainability Plan
HMMI	Harris Miller Miller & Hanson Inc.
I	Interstate
IRUWMP	Integrated Regional Urban Water Management Plan
IS/MND	Initial Study/Mitigated Negative Declaration
kWh	kilowatt-hours
L_{dn}	Day-Night Average Noise Level
L_{eq}	Equivalent Noise Level
LRA	Local Responsibility Area
LST	Localized Significance Threshold
MBTA	Migratory Bird Treaty Act
MLD	Most Likely Descendant
MND	Mitigated Negative Declaration
MRZ	Mineral Resource Zone

Term	Definition
MS4	Municipal Separate Storm Sewer System
MSHCP	Multiple Species Habitat Conservation Plan
$MTCO_2e$	metric tons of carbon dioxide equivalent
NAAQS	National Ambient Air Quality Standards
NAHC	Native American Heritage Commission
ND	Negative Declaration
NEPA	National Environmental Policy Act
NHPA	National Historic Preservation Act
N_2O	nitrous oxide
NO_x	nitrogen oxides
NPDES	National Pollutant Discharge Elimination System
NRCS	Natural Resources Conservation Service
NRHP	National Register of Historic Places
NWI	National Wetlands Inventory
O_3	ozone
OPR	California Office of Planning and Research
P-C	Production-Consumption
PM	particulate matter
$PM_{2.5}$	particulate matter with a diameter of 2.5 microns or less
PM_{10}	particulate matter with a diameter of 10 microns or less
PPV	peak particle velocity
PRC	Public Resource Code
RCEM	Roadway Construction Emissions Model
RCPG	Regional Comprehensive Plan and Guide
ROG	Reactive Organic Gases
ROW	right-of-way
RTP/SCS	Regional Transportation Plan/Sustainable Communities Strategy
RWQCB	Regional Water Quality Control Board
USACE	U.S. Army Corps of Engineers
SAR	Santa Ana River
SB	Senate Bill
SBCoFD	San Bernardino County Fire Protection District
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCCIC	South Central Coastal Information Center
SCE	Southern California Edison
SGMA	Sustainable Groundwater Management Act
SIP	State Implementation Plan
SLF	Sacred Lands File
SMARA	Surface Mining and Reclamation Act of 1975
SO_2	sulfur dioxide

Term	Definition
SoCAB	South Coast Air Basin
SoCal Gas	Southern California Gas Company
SR	State Route
SRA	source receptor area
SSC	California Species of Special Concern
SWPPP	Stormwater Pollution Prevention Plan
SWRCB	State Water Resources Control Board
TAC	toxic air contaminant
TCR	Tribal Cultural Resources
USC	U.S. Code
USDA	United States Department of Agriculture
USEPA	U.S. Environmental Protection Agency
USGS	U.S. Geological Survey
VHFHSZ	very high fire hazard severity zone
VMT	vehicle miles traveled
WEAL	Western Electro-Acoustic Laboratory, Inc.
WMP	waste management and diversion plan
WRWRF	Henry N. Wochholz Regional Water Recycling Facility
WSC	Western Science Center
YVRWFF	Yucaipa Valley Regional Water Filtration Facility
YVWD	Yucaipa Valley Water District

1.0 BACKGROUND

1.1 Summary

Project Title:	Recycled Water Distribution System Expansion Project – Pressure Zones 10 to 11
Lead Agency Name and Address:	Yucaipa Valley Water District 12770 Second Street Yucaipa, California 92399
Contact Person and Phone Number:	Jennifer Ares Water Resource Manager Yucaipa Valley Water District (909) 797-5118 jares@yvwd.us
Project Location:	All Project components are located in the City of Calimesa, Riverside County, California. The new booster station (B-10.3 Recycled Water Booster) would be located adjacent to existing boosters at the YVWD's WRWRF located at 880 West County Line Road, Calimesa, California 92320. Approximately 234 linear feet of pipeline would connect to the water system in the approved Mesa Verde Estates Specific Plan area. A single new recycled water reservoir (R-11.4 Water Reservoir) would be constructed on undeveloped YVWD-owned property northeast of the intersection of Condit Avenue and Sharon Way adjacent to a future drinking water reservoir. Approximately 1,600 linear feet of pipeline in Condit Avenue and Sharon Way would connect to the existing recycled water system in Singleton Road.
General Plan Designation:	Rural Residential (RR) Residential Low (RL) Right-of-Way
Zoning:	Rural Residential (R-R) Residential Low (R-L) Right-of-Way

1.2 Introduction

The Yucaipa Valley Water District (YVWD) is the Lead Agency for this California Environmental Quality Act (CEQA) Initial Study. This Initial Study has been prepared to identify and assess the anticipated

environmental impacts of the Recycled Water Distribution System Expansion Project – Pressure Zones 10 to 11 (Project) to satisfy CEQA (Public Resources Code [PRC], Section 21000 et seq.) and state CEQA Guidelines (Title 14, California Code of Regulations [CCR] 15000 et seq.). CEQA requires that all state and local government agencies consider the environmental consequences before approving those projects. YVWD will use this CEQA Initial Study to determine which CEQA document is appropriate for the Project: Negative Declaration (ND), Mitigated Negative Declaration (MND), or Environmental Impact Report (EIR).

In accordance with CEQA, this Initial Study/Mitigated Negative Declaration (IS/MND) will be circulated for a 30-day public review and comment period. Written comments on the Draft IS/MND should be submitted to:

Jennifer Ares, Water Resources Manager
Yucaipa Valley Water District
12770 Second Street
Yucaipa, California 92399
(909) 790-3301
jares@yvwd.us

1.3 Surrounding Land Uses/Environmental Setting

The Project Area is located in the City of Calimesa, Riverside County. The City of Calimesa covers approximately 23.2 square miles, bordered by the City of Beaumont to the south and City of Yucaipa to the north (Figure 1).

The Project Area is located in Sections 14, 15, 22, and 23 of Township 2 South, Range 2 West of the Yucaipa and El Casco, California U.S. Geological Survey (USGS) 7.5-minute topographic quadrangle maps. More specifically, the Project Area is located approximately 2.2 miles northwest of Highway 60, and approximately 3.7 miles southwest 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 Proposed Project consists of a booster station, one recycled water reservoir, and pipelines to connected to planned and existing recycled water infrastructure. Specifically, the new booster station (B-10.3 Recycled Water Booster) is located adjacent to two existing boosters at YVWD's WRWRF located at 880 West County Line Road, Calimesa, California 92320. The new recycled water reservoir (R-11.4 Water Reservoir) are located on undeveloped YVWD-owned property northeast of the intersection of Condit Avenue and Sharon Way (Figure 2).

Approximately 0.35 mile of 24-inch recycled water pipeline would connect the new booster and reservoir to the approved Mesa Verde Estates Specific Plan area and Oak Valley Specific Plan area in the City of Calimesa. Approximately 234 linear feet of pipeline would connect the proposed B-10.3 Recycled Water Booster to the water system in the approved Mesa Verde Estates Specific Plan area. Approximately 1,600 linear feet of pipeline would be constructed in Condit Avenue and Sharon Way to connect the proposed R-11.4 Water Reservoir to the existing recycled water system in Singleton Road (Figure 2). Approximately 3.3 miles of 24-inch recycled water pipeline would be constructed within the Specific Plan areas; this

pipeline is included in the Environmental Impact Reports (EIRs) for the Specific Plans and is not included in the Proposed Project.

Surrounding land uses are summarized in Table 1.3-1.

Table 1.3-1. Surrounding Land Uses

	Land Use Designation	Zoning Designation	Existing Land Use
Project Area	Booster Station Rural Residential (RR) Reservoir Residential Low (RL) Pipeline Alignment Right-of-Way	Booster Station Rural Residential (R-R) Reservoir Residential Low (R-L) Pipeline Alignment Right-of-Way	Booster Station Water Treatment Facility Reservoir Undeveloped Pipeline Alignment Roadways Undeveloped
North	Booster Station Rural Residential (RR) Reservoir Rural Residential (RR) Residential Low (RL) Pipeline Alignment Rural Residential (RR) Residential Low (RL)	Booster Station Rural Residential (R-R) Reservoir Rural Residential (R-R) Residential Low (R-L) Pipeline Alignment Rural Residential (R-R) Residential Low (R-L)	Booster Station Undeveloped Reservoir Single Family Homes Undeveloped Pipeline Alignment Water Treatment Facility Single Family Homes Undeveloped
East	Booster Station Residential Low (RL) Community Commercial (CC) Public/Quasi-Public (PQP) Reservoir Rural Residential (RR) Open Space Residential (OSR) Pipeline Alignment Residential Low (RL) Community Commercial (CC) Public/Quasi-Public (PQP) Rural Residential (RR) Open Space Residential (OSR)	Booster Station Residential Low (R-L) Community Commercial (C-C) Public/Quasi-Public (P/Q) Reservoir Rural Residential (R-R) Open Space Residential (O-S-R) Pipeline Alignment Residential Low (R-L) Community Commercial (C-C) Public/Quasi-Public (P/Q) Rural Residential (R-R) Open Space Residential (O-S-R)	Booster Station Single Family Homes Commercial Reservoir Open Space Pipeline Alignment I-10 Freeway Single Family Homes Commercial Open Space

Table 1.3-1. Surrounding Land Uses

	Land Use Designation	Zoning Designation	Existing Land Use
South	Booster Station Rural Residential (RR) Public/Quasi-Public (PQP) Open Space Park Reservoir Residential Low Medium (RLM) Rural Residential (RR) Open Space Residential (OSR) Pipeline Alignment Residential Low Medium (RLM) Rural Residential (RR) Residential Low (RL) Public/Quasi-Public (PQP) Open Space Park	Booster Station Rural Residential (R-R) Public/Quasi-Public (P/Q) Open Space Public Park (OSPP) Reservoir Residential Low/Medium (R-L-M) Rural Residential (R-R) Open Space Residential (O-S-R) Pipeline Alignment Residential Low/Medium (R-L-M) Rural Residential (R-R) Residential Low (R-L) Public/Quasi-Public (P/Q) Open Space Public Park (OSPP)	Booster Station Single Family Homes Open Space School Reservoir Single Family Homes Open Space Pipeline Alignment Single Family Homes Open Space School
West	Booster Station Rural Residential (RR) Public/Quasi-Public Open Space – Natural Reservoir Residential Low (RL) Residential Low Medium (RLM) Pipeline Alignment Rural Residential (RR) Public/Quasi-Public Open Space – Natural Medium Low Density Residential	Booster Station Rural Residential (R-R) Public/Quasi-Public (P/Q) Open Space – Natural (OSN) Reservoir Residential Low (R-L) Residential Low/Medium (R-L-M) Pipeline Alignment Rural Residential (R-R) Public/Quasi-Public (P/Q) Open Space – Natural (OSN) Residential Low (R-L) Residential Low/Medium (R-L-M)	Booster Station Open Space Water Treatment Facility Reservoir Single Family Homes Pipeline Alignment Open Space Single Family Homes

Source: City of Calimesa 2014, 2017; Geoviewer 2022

Location: N:\2018\2018-057.009 YVWD WIFIA\MAPS\location_vicinity\WIFIA_Vicinity_V1_PZ_10_11.mxd (TR)-trotellini 10/26/2022

Map Date: 10/26/2022

Sources:

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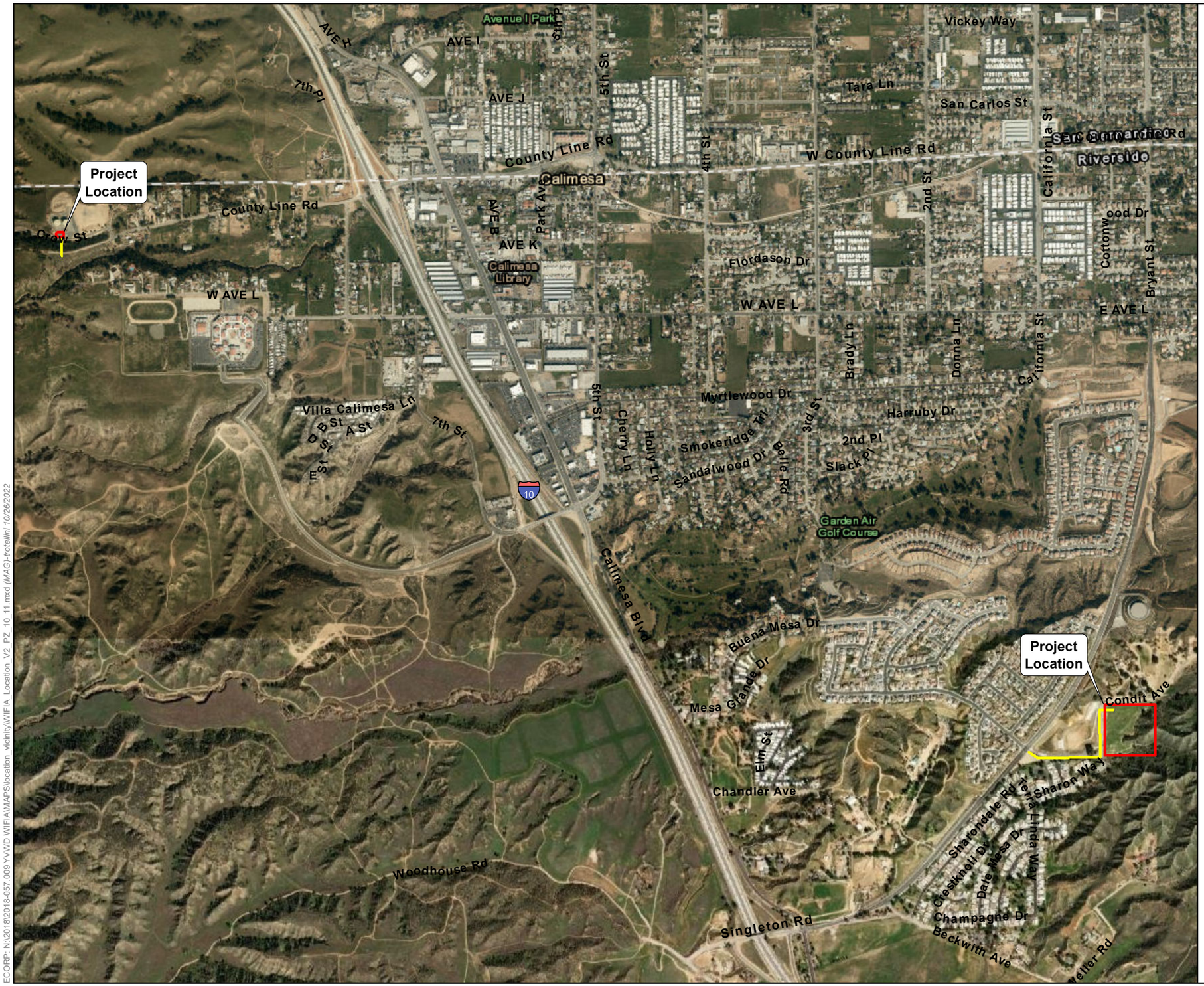
Figure 1. Project Vicinity

2018-057.009 YVWD WIFIA - Pressure Zone 10 to 11



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Map Date: 4/14/2022

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Feet
0 1,200

Figure 2. Project Locations

2018-057.009 YVWD WIFIA - Pressure Zone 10 to 11

2.0 PROJECT DESCRIPTION

2.1 Project Objectives

The YVWD proposes the expansion of the recycled water system within the City of Calimesa, Riverside County, California. This Project would extend the Zone 11 system to make recycled water service available for current and future customers and developments in the area, including the approved Mesa Verde Estates Specific Plan and Summerwind Ranch at Oak Valley Specific Plan. This Project also would add a booster that is designed to pump from Zone 10 to Zone 11 within the recycled water system (Figure 3).

2.2 Project Characteristics

2.2.1.1 Recycled Water Pipeline

Approximately 0.35 mile of recycled water pipeline would connect the new booster and recycled water reservoir to approved and existing recycled water systems. Approximately 234 linear feet of pipeline would connect the proposed B-10.3 Booster to pipelines within the approved Mesa Verde Estates Specific Plan and Summerwind Ranch at Oak Valley Specific Plan. Approximately 1,600 linear feet of pipeline in Condit Avenue and Sharon Way would connect the proposed R-11.4 Water Reservoir to the existing recycled water pipeline within Singleton Road. Approximately 3.3 miles of 24-inch recycled water pipeline was considered and analyzed in the EIRs for the approved Mesa Verde Estates and Summerwind Ranch at Oak Valley Specific Plans and is not included in the Proposed Project.

2.2.1.2 New Booster Station

The Project includes installation of a recycled water booster station to the existing recycled water 10.3 reservoir and booster complex adjacent to the WRWRF. The existing 10.3 reservoir and booster complex includes the R-10.3.1 and R-10.3.2 recycled water tanks, each with a capacity of one million gallons. The two boosters onsite (B-10.3.1, B-10.3.2) both pump to Zone 12. This proposed booster would be designed to pump to Zone 11 within the recycled system. The existing electrical system at the site would be upgraded to accommodate for the new pumping equipment. No emergency backup generator will be required. Approximately 0.6 acre would be disturbed for the construction of the new booster station.

2.2.1.3 New Concrete Reservoir

The Project proposes a new 5.5-million-gallon recycled water reservoir. The approximately 11.7-acre footprint for the proposed reservoir is located on YVWD property. The Project Area is currently undeveloped. The elevation of the reservoir site would need to be adjusted to meet the existing high-water level of the existing Zone 11, but it is assumed that cut and fill would be balanced onsite and no soil import or export would be required.

2.3 Project Timing

It is anticipated that construction would take 2 years and would begin in early- to mid-2024.

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Map Features

- Project Area
- Project Alignment

Service Layer Credits: Source: Esri, Maxar, Earthstar Geographics, and the GIS User Community
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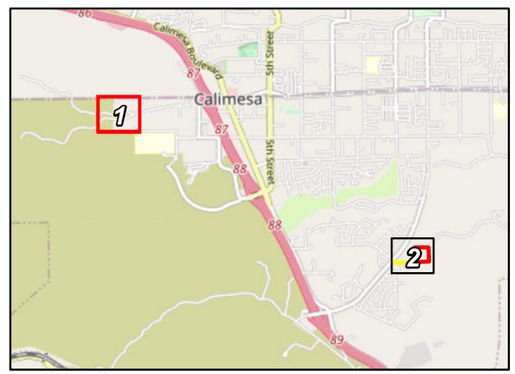

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Map Date: 10/26/2022

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Scale in Feet
0 150

Figure 3. Project Alignment Detail
Sheet 1 of 2
2018-057.009 WIFIA Projects - Pressure Zone 10 to 11

Map Features

- Project Area
- Project Alignment

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Map Date: 10/26/2022

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Scale in Feet
0 150

Figure 3. Project Alignment Detail
Sheet 2 of 2
2018-057.009 WIFIA Projects - Pressure Zone 10 to 11

2.4 Regulatory Requirements, Permits, and Approvals

The Proposed Project would require the following approvals and regulatory permits:

- National Environmental Policy Act (NEPA) Approval (U.S. Environmental Protection Agency [USEPA]) The USEPA is identified because of its approval authority over YVWD's Water Infrastructure Act (WIFIA) funding application for the Project. The information in this IS/MND will assist with the NEPA determination.
- Title 22 Permit Amendment (Santa Ana Regional Water Quality Control Board [RWQCB])
- Encroachment Permit (City of Calimesa)

2.5 Consultation With California Native American Tribe(s)

The YVWD has notified the following California Native American tribes traditionally and culturally affiliated with the geographic area of the Proposed Project:

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

These tribes have not requested consultation pursuant to PRC Section 21080.3.1. Section 4.18 of this IS/MND provides a summary of the consultation process, including the determination of significance of impacts to Tribal Cultural Resources (TCR).

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3.0 ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED AND DETERMINATION

3.1 Environmental Factors Potentially Affected

The environmental factors checked below would be potentially affected by the 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	☐ Paleontological Resources	☐ Mandatory Findings of Significance
☐ Geology and Soils	☐ Population and Housing	
☐ Greenhouse Gas Emissions	☐ Public Services	

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.	☐

Jennifer Ares

Jennifer Ares
Water Resource Manager

3/15/2023
Date

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4.0 ENVIRONMENTAL CHECKLIST AND DISCUSSION

4.1 Aesthetics

4.1.1 Environmental Setting

The City of Calimesa is characterized by foothills in the east, with a mesa area extending through the central and western portions of the City, which gradually slope south and west toward San Timoteo Creek. The City is located between the San Gorgonio Pass and Yucaipa Valley along Interstate 10 (I-10), which provides uninterrupted views of the surrounding rolling terrain and valley floors, as well as of the prominent but more distant San Bernardino and San Jacinto mountains. The I-10 Freeway also provides views of Yucaipa, Calimesa, Banning, and Beaumont (City of Calimesa 2014).

The pattern of ridges in Calimesa divides the area into distinctive visual units and serves as a backdrop to many views, providing panoramic vistas of the San Bernardino and San Jacinto Mountain ranges. The five viewshed areas that create the visual character of the City of Calimesa include San Timoteo Canyon, Central Valleys, Northern Plain, Northern Plateaus and Ravines, and Northern Valley (City of Calimesa 2014).

4.1.1.1 Regional Setting

State and County Scenic Highways

The California Scenic Highway Program protects and enhances the scenic beauty of California's highways and adjacent corridors. The California Department of Transportation (Caltrans) can designate a highway 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.

There are no state scenic highways in the City of Calimesa. The nearest scenic highway, Highway 38, is approximately 4.9 miles north of the Project Area and is from the City of Redlands through the City of Yucaipa to the San Bernardino Mountains. This highway is designated as eligible by the County of San Bernardino and the State of California (Caltrans 2022; City of Calimesa 2014).

4.1.1.2 Visual Character of the Project Area

The Project Area includes the developed WRWRF, a YVWD water treatment facility; paved roadways; and undeveloped YVWD-owned land. Land uses in the vicinity of the Project Area include commercial businesses, single-family homes, and open space (City of Calimesa 2014).

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?	☐	☐	☒	☐

Less than Significant Impact.

There are no designated scenic roadways or highways in the City of Calimesa. Scenic vistas throughout the Project Area include views of the San Bernardino Mountains. However, there are no scenic vistas visible from the location of the proposed B-10.3 booster station which would be built adjacent to existing booster stations at YVWD's WRWRF.

The proposed R-11.4 reservoir would be located on undeveloped YVWD-owned property northeast of the intersection of Condit Avenue and Sharon Way, in the foothills of the San Bernardino Mountains. These views and the visual character of the Project Area would be temporarily degraded by short-term construction activities since various equipment, vehicles, building materials, and related activities would be visible during the construction phase of the Project. Additionally, the installation of the pipeline across local roads such as Condit Avenue and Sharon Way would likely result in temporary road closures or detours. Construction-related activities would be short-term and temporary in nature. Once construction is complete, all construction-related aesthetic impacts would cease.

The 5.5-million-gallon R-11.4 Recycled Water Reservoir would be constructed on undeveloped land with single-family homes to the west and southwest. The visual character of this undeveloped area would change and the proposed reservoir would likely be visible from Singleton Road, however the proposed reservoir would not significantly impact views of the San Bernardino mountains from surrounding areas. A less than significant impact would occur and no mitigation is required.

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?	☐	☐	☐	☒

No Impact.

There are no state scenic highways in the City of Calimesa. The nearest official designated scenic highway, Highway 38, travels from the City of Redlands through the City of Yucaipa to the San Bernardino Mountains and is designated by the County of San Bernardino and the State of California (Caltrans 2022; City of Calimesa 2014). Highway 38 is approximately 4.9 miles north of the Project Area. 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?	☐	☐	☒	☐

Less than Significant Impact.

The B-10.3 booster station site is zoned as Rural Residential (R-R). The R-11.4 Water Reservoir is zoned as Residential Low (R-L) (City of Calimesa 2014). According to the City's Municipal Code 18.20.030, public utilities and public service substations, reservoirs, pumping plants and similar installations, not including public utility offices are allowed in R-R and R-L zones with a conditional use permit.

YVWD, as a special district, is not required to obtain City building and zoning permits as they have authority to self-regulate their own projects. Impacts would be less than significant, and no mitigation is required.

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) Would the Project create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?	☐	☐	☒	☐

Less than Significant Impact.

According to the City's Municipal Code 18.120, outdoor lighting in a residential zone shall comply with the general performance requirements. General performance requirements applicable to the Proposed Project include the following:

- All lights shall be directed, oriented, and shielded to prevent light trespass or glare onto adjacent properties, public rights-of-way, and/or driveway areas.
- Lighting shall not be directed towards or seen from I-10 in such a manner that would result in disabling glare for drivers, or otherwise result in light trespass.
- Exterior lighting shall be turned off during daylight hours. As used herein, "daylight hours" means the hours between sunrise (dawn) and sunset.
- Exterior lighting shall demonstrate an efficient distribution of lighting using low-glare, low-light pollution fixtures for lighting building exteriors and surrounding areas.

The Proposed Project would install security lighting for the water storage reservoir, booster stations, and appurtenant structures. The security lighting would be directed downward to prevent light trespass and would not be in use during daylight hours. I-10 is located approximately 0.68 miles from the B-10.3 booster and 0.94 mile from the R-11.4 reservoir. The distance from I-10 and use of downward lights would prevent glare from disabling drivers. Additionally, the Proposed Project would limit reflective surface areas and the reflectivity of architectural materials used. The reservoir would be constructed with materials that have minimal potential for generating glare; therefore, the Proposed Project would not create new sources of substantial light or glare and impacts would be less than significant.

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 PRC 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 PRC 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 PRC 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."

The City's General Plan notes that the only agricultural lands of importance are grazing lands located primarily in the northwest portion of the City's Planning Area. The remaining land is classified as Urban and Built-Up Land or as Other, which includes low-density rural development, brush, and riparian lands (City of Calimesa 2014).

The California Department of Conservation's (DOC) Farmland Mapping and Monitoring Program (FMMP), compiles important farmland maps pursuant to the provisions of Section 65570 of the California Government Code. According to the FMMP, the Project Area is located on land designated as Grazing Land (land on which the existing vegetation is suited to the grazing of livestock), Farmland of Local Importance (land of importance to the local agricultural economy as determined by each county's board of supervisors and a local advisory committee), Urban and Built-Up Land (land occupied by structures with a building density of at least 1 unit to 1.5 acres or approximately 6 structures to a 10-acre parcel), and Other Land (land not included in any other mapping category) (DOC 2022).

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?	☐	☐	☐	☒

No Impact.

According to the FMMP, the Project Area is located on land designated as Grazing Land, Farmland of Local Importance, Urban and Built-Up Land, and Other Land (DOC 2022). There is no Prime Farmland, Unique Farmland, or Farmland of State Importance in the Project Area, therefore no conversion of such farmlands to non-agricultural use would occur. 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?	☐	☐	☐	☒

No Impact.

According to the California Important Farmland Finder, the Project Area is not mapped as an agricultural preserve subject to a Williamson Act contract (DOC 2022). 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))?	☐	☐	☐	☒

No Impact.

The Project Area is not zoned for forest land, timberland, or timberland production (DOC 2022). 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?	☐	☐	☐	☒

No Impact.

The Project Area is not zoned for forest land, timberland, or timberland production (DOC 2022). 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?	☐	☐	☐	☒

No Impact.

The B-10.3 booster station would be located on land designated as Farmland of Local Importance and Grazing Land but it is currently developed as an existing YVWD booster site at WRWRF. The pipeline would connect WRWRF to the water system in the approved Mesa Verde Estates Specific Plan area. The R-11.4 Water Reservoir would be located on YVWD-owned land that is designated as Farmland of Local Importance. The pipeline alignment would connect to the existing recycled water system in Singleton Road through Condit Avenue and Sharon Way. The portions of Singleton Road and Sharon Way within the Project Area are in areas designated as Urban and Built-Up Land. The portions of Condit Avenue within the Project Area are in areas designated as Farmland of Local Importance and Urban and Built-Up Land. The Project Area is not currently used for agriculture and no Prime or Unique Farmland or Farmland of Statewide Importance is located within the Project Area. Development of the Project 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

This section is based in part on the results of the Air Quality and Greenhouse Gas Emissions Assessment performed by ECORP Consulting, Inc. (ECORP) in November 2022 (ECORP 2022a; Appendix A). This assessment was prepared using methodologies and assumptions recommended in the rules and

regulations of the South Coast Air Quality Management District (SCAQMD). Regional and local existing conditions are presented, along with pertinent emissions standards and regulations. The purpose of this assessment is to estimate Project-generated criteria air pollutants and greenhouse gas (GHG) emissions attributable to the Project and to determine the level of impact the Project would have on the environment.

4.3.1 Environmental Setting

The City of Calimesa is located within San Bernardino County. The California Air Resource Board (CARB) has divided California into regional air basins according to topographic features. The City of Calimesa portion of Riverside County is 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 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 portion of San Bernardino County encompassing the City of Yucaipa and the Project Area is designated as a nonattainment area for the federal O_3 and particulate matter with a diameter of 2.5 microns or less ($PM_{2.5}$) standards and is also a nonattainment area for the state standards for O_3, $PM_{2.5}$ and particulate matter with a diameter of 10 microns or less (PM_{10}) (CARB 2018, 2020).

The local air quality regulating authority in San Bernardino County is the 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 portion 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 in Calimesa are subject to SCAQMD rules and regulations in effect at the time of construction per Calimesa Genera Plan Action Item AQ-16.1.

The following is a list of noteworthy SCAQMD rules that are required of construction activities associated with the Proposed Project:

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 212 (Standards for Approving Permits and Issuing Public Notice)- This rule requires the applicant to show that the equipment used of which may cause the issuance of air contaminants or the use of which may eliminate, reduce, or control the issuance of air contaminants, is so designed, controlled, or equipped with such air pollution control equipment that it may be expected to operate without emitting air contaminates in violation of Section 41700, 4170 or 44300 of the Health and Safety Code or of these rules.

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.

Rule 1113 (Architectural Coatings) – This rule requires manufacturers, distributors, and end-users of architectural and industrial maintenance coatings to reduce reactive organic gases (ROG) emissions from the use of these coatings, primarily by placing limits on the ROG content of various coating categories.

Rule 1401 (New Source Review of Toxic Air Contaminants) – This rule requires new source review of any new, relocated, or modified permit units that emit toxic air contaminants (TACs). The rule establishes allowable risks for permit units requiring permits pursuant to Rules 201 and 203 discussed above.

Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following CEQA determinations.

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?	☐	☐	☐	☒

No Impact.

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 (CAA) 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 Area is located within the SoCAB, which is under the jurisdiction of the SCAQMD. The SCAQMD is required, pursuant to the federal CAA, to reduce emissions of criteria pollutants for which the SoCAB is in nonattainment. To reduce such emissions, the SCAQMD drafted the 2016 Air Quality Management Plan (AQMP). The 2016 AQMP establishes a program of rules and regulations directed at reducing air pollutant emissions and achieving state (California) and national air quality standards. The 2016 AQMP is a regional and multi-agency effort including the SCAQMD, CARB, Southern California Association of Governments (SCAG), and the USEPA. The plan's pollutant control strategies are based on the latest scientific and technical information and planning assumptions, including 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.) The Proposed Project is subject to the SCAQMD's AQMP.

According to the SCAQMD, in order to determine consistency with SCAQMD's air quality planning the following 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 Table 4.3-6 and 4.3-7 below, the Proposed Project would result in emissions that would be below the SCAQMD regional and localized thresholds during construction. The Project would result in negligible amounts of emissions during 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 4.3-6 below, the Proposed Project would be below the SCAQMD regional thresholds for construction. The Project would result in negligible amounts of emissions during operations. Since 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?

A project is consistent with regional air quality planning efforts in part if it is consistent with the population, housing, and employment assumptions that were used in the development of the SCAQMD air quality plans. Generally, three sources of data form the basis for the projections of air pollutant emissions in Calimesa. Specifically, SCAG's Growth Management Chapter of the Regional Comprehensive Plan and Guide (RCPG) provides regional population forecasts for the region and SCAG's RTP/SCS provides socioeconomic forecast projections of regional population growth. The City of Calimesa General Plan is referenced by SCAG in order to assist forecasting future growth in the City.

The Proposed Project Area has a General Plan land use designation of *Rural Residential (RR*). The RR designation allows for rural development where single family residential is the primary use (City of Calimesa 2014). As previously described, the Proposed Project consists of a booster station, a recycled

water reservoir, and associated pipelines that would support residential land uses. The Project is not proposing to amend the City General Plan, is consistent with all land use designations, and would not increase the number of people residing in the area beyond that anticipated in the General Plan.

The Project is consistent with the City of Calimesa General Plan and is therefore consistent with the types, intensity, and patterns of land use envisioned for the Project Area and surrounding area in the RTP/SCS and RCPG. As a result, 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. The City's population, housing, and employment forecasts, which are adopted by SCAG's Regional Council, are based on the local plans and policies applicable to the City; and these are used by SCAG in all phases of implementation and review. Additionally, because the SCAQMD has incorporated these same projections into their air quality planning efforts, it can be concluded that the Proposed Project would be consistent with these projections. (SCAG's latest growth forecasts were defined in consultation with local governments and with reference to local general plans.) Therefore, the Proposed Project would be considered consistent with the population, housing, and employment growth projections utilized in the preparation of SCAQMD's air quality plans.

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

To further reduce emissions, the Project would be required to comply with emission reduction measures promulgated by the SCAQMD, such as SCAQMD Rules 201, 402, 403, and 1113. SCAQMD Rule 402 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. SCAQMD Rule 403 requires fugitive dust sources to implement Best Available Control Measures for all sources, and all forms of visible particulate matter are prohibited from crossing any property line. SCAQMD Rule 403 is intended to reduce PM_{10} emissions from any transportation, handling, construction, or storage activity that has the potential to generate fugitive dust. SCAQMD 1113 requires manufacturers, distributors, and end-users of architectural and industrial maintenance coatings to reduce ROG emissions from the use of these coatings, primarily by placing limits on the ROG content of various coating categories. 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 AQMP contains air pollutant reduction strategies based on SCAG's latest growth forecasts, and SCAG's growth forecasts were defined in consultation with local governments and with reference to local general plans. The Proposed Project is consistent with the land use designation and development density presented in the City's General Plan and therefore, would not exceed the population or job growth projections used by the SCAQMD to develop the AQMP.

In conclusion, the determination of AQMP consistency is primarily concerned with the long-term influence of a project on air quality. 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 and policies of the SCAQMD's 2016 AQMP.

The Project would be consistent with the emission-reduction goals of the 2016 AQMP. No impact would occur and no mitigation is required.

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?	☐	☐	☒	☐

Less than Significant Impact.

The USEPA and CARB designate air basins or portions of air basins and counties as being in "attainment" or "nonattainment" for each of the criteria pollutants. Areas that do not meet the standards are classified as nonattainment areas. The NAAQS (other than O_3, PM_{10} and $PM_{2.5}$ and those based on annual averages or arithmetic mean) are not to be exceeded more than once per year. The NAAQS for O_3, PM_{10}, and $PM_{2.5}$ are based on statistical calculations over one- to three-year periods, depending on the pollutant. The CAAQS are not to be exceeded during a three-year period. The attainment status for the Riverside County portion of the SoCAB, which encompasses the Project Area, is included in Table 4.3-1.

Table 4.3-1. Attainment Status of Criteria Pollutants in the Riverside County Portion of the SoCAB

Pollutant	State Designation	Federal Designation
O_3	Nonattainment	Nonattainment
PM_{10}	Nonattainment	Attainment
$PM_{2.5}$	Nonattainment	Nonattainment
CO	Attainment	Unclassified/Attainment
NO_2	Attainment	Unclassified/Attainment
SO_2	Attainment	Unclassified/Attainment

Source: CARB 2018, 2020

The determination of whether an area meets the state and federal standards is based on air quality monitoring data. Some areas are unclassified, which means there is insufficient monitoring data for determining attainment or nonattainment. Unclassified areas are typically treated as being in attainment. Because the attainment/nonattainment designation is pollutant-specific, an area may be classified as nonattainment for one pollutant and attainment for another. Similarly, because the state and federal standards differ, an area could be classified as attainment for the federal standards of a pollutant and as

nonattainment for the state standards of the same pollutant. The region is designated as a nonattainment area for the federal O_3 and $PM_{2.5}$ standards and is also a nonattainment area for the state standards for O_3, $PM_{2.5}$ and PM_{10} (CARB 2018, 2020).

The significance criteria established by the applicable air quality management or air pollution control district (SCAQMD) may be relied upon to make the above determinations. According to the SCAQMD, an air quality impact is considered significant if the Proposed Project would violate any ambient air quality standard, contribute substantially to an existing or projected air quality violation, or expose sensitive receptors to substantial pollutant concentrations. The SCAQMD has established thresholds of significance for air quality for construction and operational activities of land use development projects such as that proposed, as shown in Table 4.3-2.

Table 4.3-2. SCAQMD Regional Significance Thresholds – Pounds per Day

Air Pollutant	Construction Activities	Operations
Reactive Organic Gas	75	55
Carbon Monoxide	550	550
Nitrogen Oxide	100	55
Sulfur Oxide	150	150
Coarse Particulate Matter	150	150
Fine Particulate Matter	55	55

Source: SCAQMD 1993 ($PM_{2.5}$ threshold adopted June 1, 2007)

In addition to regional significance thresholds, the SCAQMD developed localized significance thresholds (LSTs) for emissions of NO_2, CO, PM_{10}, and $PM_{2.5}$ generated at new development sites (offsite mobile source emissions are not included in the LST analysis protocol). LSTs represent the maximum emissions that can be generated at a Project Area without expecting to cause or substantially contribute to an exceedance of the most stringent national or state ambient air quality standards. LSTs are based on the ambient concentrations of that pollutant within the Project Source Receptor Area (SRA), as demarcated by the SCAQMD, and the distance to the nearest sensitive receptor. LST analysis is applicable for all projects that disturb five acres or less on a single day. The SCAQMD has prepared mass rate LST look-up tables for projects disturbing one acre, two acres, and five acres. The Proposed Project spans two separate sites, each located within SCAQMD SRA 28 (Hemet/San Jacinto Valley). Table 4.3-3 shows the LSTs for a one-, two-, and five-acre project area in SRA 28, as derived from the SCAQMD mass rate LST look-up tables, with sensitive receptors located within 25 meters.

Table 4.3-3 Local Significance Thresholds at 25 Meters of a Sensitive Receptor				
Project Size	**Pollutant (pounds per day) Construction / Operation**			
	NO_2	**CO**	**PM_{10}**	**$PM_{2.5}$**
1 Acre	162 / 162	750 / 750	4 / 1	3 / 1
2 Acres	234 / 234	1,100 / 1,100	7 / 2	4 / 1
5 Acres	371 / 371	1,965 / 1,965	13 / 4	8 / 2

Source: SCAQMD 2009

Table 4.3-4 shows the LSTs for a one-, two-, and five-acre project area in SRA 28, as derived from the SCAQMD mass rate LST look-up tables, with sensitive receptors located within 100 meters.

Table 4.3-4. Local Significance Thresholds at 100 Meters of a Sensitive Receptor				
Project Size	**Pollutant (pounds per day) Construction / Operation**			
	NO_2	**CO**	**PM_{10}**	**$PM_{2.5}$**
1 Acre	292 / 292	2,176 / 2,176	30 / 8	8 / 2
2 Acres	363 / 363	2,781 / 2,781	38 / 10	10 / 3
5 Acres	520 / 520	4,282 / 4,282	59 / 14	16 / 4

Source: SCAQMD 2009

United States Environmental Protection Agency Conformity Determination Thresholds

General Conformity ensures that the actions taken by federal agencies do not interfere with a state's plans to attain and maintain national standards for air quality.

Established under the CAA (section 176(c)(4)), the General Conformity rule plays an important role in helping states improve air quality in those areas that do not meet the NAAQS. Under the General Conformity rule, federal agencies must work with state and local governments in a nonattainment or maintenance area to ensure that federal actions conform to the air quality plans established in the applicable state or tribal implementation plan. The overall purpose of the General Conformity rule is to ensure that:

- Federal activities do not cause or contribute to new violations of NAAQS;
- Actions do not worsen existing violations of the NAAQS; and

- Attainment of the NAAQS is not delayed.

The General Conformity process begins with an "applicability analysis," whereby it must be determined how and to what degree the Conformity Rules apply. According to USEPA's General Conformity Guidance: Questions and Answers, before any approval is given for a Federal Action to go forward, the federal agency must apply the applicability requirements found at 40 CFR § 93.153 to the Federal Action and/or determine on a pollutant-by-pollutant basis, whether a determination of General Conformity is required (USEPA 1994). During the applicability analysis, the federal agency determines the following:

- Whether the action will occur in a nonattainment or maintenance area;
- Whether one or more of the specific exemptions apply to the action;
- Whether the federal agency has included the action on its list of presumed-to-conform actions;
- Whether the total direct and indirect emissions are below or above the de minimis levels; and/or
- Where a facility has an emissions budget approved by the State or Tribe as part of the State Implementation Plan or Tribal Implementation Plan, the federal agency determines that the emissions from the proposed action are within the budget.

The General Conformity Rule allows for exemptions for emissions that are not reasonably foreseeable, will not result in an increase in emissions, are below de minimis limits, are the result of emergency actions, are included in stationary source air permits, are for routine maintenance and repair of existing structures, or are included in a transportation conformity determination undertaken by Federal Highway Administration (FHWA) or Federal Transit Administration (FTA) (40 CFR 93.153(c)).

A conformity determination would be required if the annual emissions of non-attainment pollutants generated by the Proposed Project were to exceed the General Conformity de minimis thresholds. The de minimis limits represent a level of emissions that the USEPA has determined will have only de minimis impacts to the air quality of an area and are thus exempted from the General Conformity Rule. If the overall predicted increase in emissions of a criteria pollutant due to a federal action in a nonattainment area exceeds the de minimis limits as shown in Table 4.3-5, the lead federal agency is required to make a conformity determination. As previously described, the Project Area is located in the Riverside County portion of the SoCAB. Table 4.3-5 lists the attainment status for each criteria air pollutant and the De Minimis threshold based on the NAAQS designation and classification.

Table 4.3-5. Federal General Conformity *De Minimis* Emissions Levels in Riverside County

Pollutant	Attainment Status	Classification	USEPA General Conformity Threshold (tons/year)
VOC (O_3 precursor)	Nonattainment	Extreme	10
NO_x (O_3 precursor)	Nonattainment	Extreme	10

Table 4.3-5. Federal General Conformity *De Minimis* Emissions Levels in Riverside County

Pollutant	Attainment Status	Classification	USEPA General Conformity Threshold (tons/year)
PM_{10}	Attainment	Serious	100
$PM_{2.5}$	Nonattainment	Moderate	100
CO	Unclassified/Attainment	Serious	100
NO_2	Unclassified/Attainment	Maintenance	100
SO_2	Unclassified/Attainment	N/A	100

Source: USEPA 2020

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.

Air quality impacts of the Proposed Project were assessed in accordance with methodologies recommended by the SCAQMD. Where criteria air pollutant quantification was required, emissions were modeled using the California Emissions Estimator Model (CalEEMod), version 2020.4.0, coupled with inputted construction equipment default data contained with the Roadway Construction Emissions Model (RCEM) version 9.0.1. CalEEMod is a statewide land use emissions computer model designed to quantify potential criteria pollutant emissions associated with both construction and operations from a variety of land use projects. The RCEM is a spreadsheet-based model that is able to estimate exhaust emissions from heavy-duty construction equipment, haul trucks, and worker commute trips as well as fugitive dust from the construction of a new roadway, road widening, roadway overpass, levee, or pipeline projects. The construction equipment necessary for the pipeline installation component of the Project was sourced from RCEM defaults, which were inputted into the CalEEMod model. Operational air pollutant emissions are addressed qualitatively.

Regional Construction Significance Analysis.

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 would be generated through construction of the Proposed Project: operation of the construction vehicles (i.e., excavators, trenchers, dump trucks), the creation of fugitive dust during clearing and grading, and the use of asphalt or other oil-based substances during paving activities. Construction activities such as excavation and grading operations, construction vehicle traffic, and wind blowing over exposed soils would generate exhaust emissions and fugitive PM emissions that affect local air quality at various times during construction.

Effects would be variable depending on the weather, soil conditions, the amount of activity taking place, and the nature of dust control efforts. The dry climate of the area during the summer months creates a high potential for dust generation. 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.

As described above, construction-generated emissions associated the Proposed Project were calculated using the CARB-approved CalEEMod computer program, with inputted construction equipment data sourced from the RCEM. See Appendix A for more information regarding the construction assumptions, including construction equipment and duration, used in this analysis.

Predicted maximum daily construction-generated emissions for the Proposed Project are summarized in Table 4.3-6. 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 4.3-6 Construction-Related Emissions (Regional Significance Analysis)

Construction Components	Pollutant (pounds per day)					
	ROG	**NO_X**	**CO**	**SO_2**	**PM_{10}**	**$PM_{2.5}$**
Reservoir and Pipeline Installation	3.41	34.57	29.01	0.07	9.11	5.16
Booster Pump Station and Pipeline Installation	4.48	40.78	40.65	0.08	3.79	2.11
Total Combined	**7.89**	**75.35**	**69.66**	**0.15**	**12.90**	**7.27**
SCAQMD Regional Significance Threshold	*75*	*100*	*550*	*150*	*150*	*55*
Exceed SCAQMD Regional Threshold?	**No**	**No**	**No**	**No**	**No**	**No**

Source: CalEEMod version 2020.4.0, with inputted construction equipment data sourced from RCEM version 9.0.1. Refer to Appendix A for Model Data Outputs.

Notes: Emissions taken from the season (summer or winter) with the highest output. 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-4 through AXI-9-A) were applied. Emission calculations account for the removal and hauling of 760 tons of demolished asphalt necessary for pipeline installation.

As shown in Table 4.3-6, emissions generated during Project construction would not exceed the SCAQMD's regional thresholds of significance. Therefore, 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.

Localized Construction Significance Analysis.

The nearest sensitive receptors to the B-10.3 Recycled Water Booster Project component and associated pipeline are residences located approximately 327 feet (100 meters) distant. The nearest sensitive receptors to the R-11.4 Water Reservoir Project component and associated pipeline are residences located approximately 62 feet (19 meters) distant. 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 (SCAQMD 2008). The LST methodology assists lead agencies in analyzing localized impacts associated with Project-specific level proposed projects.

For this Project, the appropriate SRA for the localized significance thresholds is Hemet/San Jacinto Valley, SRA 28. LSTs apply to CO, NO_2, PM_{10}, and $PM_{2.5}$. As previously described, the SCAQMD has produced lookup tables for projects that disturb one, two and five acres. The B-10.3 Recycled Water Booster Project component and associated pipeline would disturb less than one acre total. The R-11.4 Water Reservoir Project component and associated pipeline would occur on a 12-acre property yet would not disturb more than 4.5 acres in a single day. Therefore, the LST threshold value for a one-acre site is employed from the LST lookup tables to evaluate localized emissions from construction of the B-10.3 Recycled Water Booster Project component and the LST threshold value for a five-acre site is used to evaluate localized emissions from construction of the R-11.4 Water Reservoir Project component.

LST thresholds are provided for distances to sensitive receptors of 25, 50, 100, 200, and 500 meters. The nearest sensitive receptors to the B-10.3 Recycled Water Booster Project component and associated pipeline are residences located approximately 327 feet (100 meters) distant. Therefore, LSTs for receptors located at 100 meters are utilized to analyze potential LST impacts at this Project feature. The nearest sensitive receptors to the R-11.4 Water Reservoir Project component and associated pipeline are residences located approximately 62 feet (19 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, LSTs for receptors located at 25 meters are utilized to analyze potential LST impacts at this Project feature. The SCAQMD's methodology clearly states that "offsite mobile emissions from a project should not be included in the emissions compared to LSTs." Therefore, for purposes of the construction LST analysis, only emissions included in the CalEEMod "onsite" emissions outputs were considered. Table 4.3-7 presents the results of Project localized emissions in comparison against the LSTs for a one-acre site with sensitive receptors located within 100 meters and a five-acre site with sensitive receptors located within 25 meters, as derived from the SCAQMD mass rate LST look-up tables (SCAQMD 2009).

Table 4.3-7. Construction-Related Emissions (Localized Significance Analysis)

Activity	Pollutant (pounds per day)			
	NO_X	CO	PM_{10}	$PM_{2.5}$
Reservoir and Pipeline Construction				
Demolition	0.13	0.27	0.07	0.02
Site Preparation	34.20	19.64	9.41	5.38
Grading	53.07	42.59	8.62	4.85
Reservoir and Pipeline Installation	37.97	38.84	1.67	1.57
Paving	10.87	15.84	0.53	0.49
SCAQMD Localized Significance Threshold (5.0 acre of disturbance at 25 meters)	*371*	*1,965*	*13*	*8*
Exceed SCAQMD Localized Threshold?	**No**	**No**	**No**	**No**
Booster Pump Station and Pipeline Construction				
Demolition	7.79	5.57	0.56	0.33
Site Preparation	14.71	9.53	0.98	0.57
Grading	46.15	36.45	5.08	2.93
Booster Pump Installation and Pipeline Installation	34.31	30.82	1.43	1.33
Paving	11.27	14.77	0.56	0.52
SCAQMD Localized Significance Threshold (1.0 acre of disturbance at 100 meters)	*292*	*2,176*	*30*	*8*
Exceed SCAQMD Localized Threshold?	**No**	**No**	**No**	**No**

Source: CalEEMod version 2020.4.0, with inputted construction equipment data sourced from RCEM version 9.0.1. Refer to Appendix A for Model Data Outputs.

Notes: Emissions taken from the season (summer or winter) with the highest output. 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 (XI-4 through AXI-9-A) were applied. Emission calculations account for the removal and hauling of 760 tons of demolished asphalt necessary for pipeline installation.

Table 4.3-7 shows that the emissions on the peak day 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 the neighboring receptors in the vicinity of the Project.

USEPA Conformity Determination Analysis

As previously described, the Project Area is located in the Riverside County portion of the SoCAB and is in nonattainment for federal O_3 and $PM_{2.5}$ standards. Emissions generated during Project implementation would be 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 Conformity Determination thresholds. As shown in Table 4.3-8 below, emissions from implementation of the Proposed Project do not exceed the USEPA Conformity Determination thresholds for the region.

Table 4.3-8. Construction-Related Emissions (USEPA Conformity Determination Analysis)

Construction Year	Pollutant (tons per year)					
	VOC (ROG)	**NO_X**	**CO**	**SO_2**	**PM_{10}**	**$PM_{2.5}$**
Booster and Pipeline Construction	0.12	1.25	1.14	0.00	0.05	0.5
Reservoir and Pipeline Construction	0.31	2.77	3.49	0.01	0.19	0.13
USEPA Conformity Determination Thresholds (40 CFR 93.153)	*10*	*100*	*100*	*100*	*100*	*100*
Exceed USEPA Conformity Determination Thresholds?	**No**	**No**	**No**	**No**	**No**	**No**

Source: CalEEMod version 2020.4.0, with inputted construction equipment data sourced from RCEM version 9.0.1. Refer to Appendix A for Model Data Outputs.

Notes: Emission calculations account for the removal and hauling of 760 tons of demolished asphalt necessary for pipeline installation.

Regional Operational Significance Analysis.

Operational emissions impacts are long-term air emissions impacts that are associated with any changes in the permanent use of the Project Area by onsite stationary and offsite mobile sources that substantially increase emissions. Once construction is complete, no regular additional daily vehicle trips or personnel would be added to operate or maintain the new facilities. As previously described, no emergency backup generator would be required. Thus, the Proposed Project would not include the provision of new permanent stationary or mobile sources of criteria air pollutant emissions, and therefore, would only generate negligible amounts of criteria emissions from Project operations.

Localized Operational Significance Analysis.

According to the SCAQMD localized significance threshold methodology, LSTs would apply to the operational phase of a proposed project only if the project includes stationary sources (e.g., smokestacks) or attracts heavy-duty trucks that may spend long periods queuing and idling at the site (e.g., warehouse or transfer facilities) (SCAQMD 2008). The Proposed Project does not include such uses. Therefore, the operational LST protocol is not applicable to the Proposed Project.

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?	☐	☐	☒	☐

Less than Significant.

Sensitive receptors are defined as facilities or land uses that include members of the population who 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 65, children under 14, athletes, and persons with cardiovascular and chronic respiratory diseases such as asthma, emphysema, and bronchitis. The nearest sensitive receptors to the B-10.3 Recycled Water Booster Project component and associated pipeline are residences located approximately 327 feet (100 meters) distant. The nearest sensitive receptors to the R-11.4 Water Reservoir Project component and associated pipeline are residences located approximately 62 feet (19 meters) distant.

Construction-related activities would result in temporary, short-term Project-generated emissions of diesel particulate matter (DPM), ROG, NO_x, CO, and PM_{10} from the exhaust of off-road, heavy-duty diesel equipment for site preparation (e.g., clearing, grading); soil hauling truck traffic; paving; and other miscellaneous activities (USEPA 2002). The portion of the SoCAB which encompasses the Project Area 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, $PM_{2.5}$ and PM_{10} (CARB 2018, 2020). 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 2-7 and Table 2-8, Project construction 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 NO_x) 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.

Particulate matter (PM_{10} and $PM_{2.5}$) contains microscopic solids or liquid droplets that are so small that they can get deep into the lungs and cause serious health problems. Particulate matter 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 TAC of concern. 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. 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.

In summary, Project construction 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. Furthermore, the Project has been evaluated against the SCAQMD's LSTs for construction. As shown in Table 4.3-7, the emissions of pollutants on the peak day of construction would not result in significant concentrations of pollutants at nearby sensitive receptors. 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 sensitive receptors in the Project vicinity.

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 Project operation; nor would the Project attract additional mobile sources that spend long periods queuing and idling at the site. Onsite Project emissions would not result in significant concentrations of pollutants at nearby sensitive receptors. The Project would not have a high carcinogenic or non-carcinogenic risk during operation.

Carbon Monoxide Hot Spots

It has long been recognized that CO exceedances are caused by vehicular emissions, primarily when idling at intersections. Concentrations of CO are a direct function of the number of vehicles, length of delay, and traffic flow conditions. Under certain meteorological conditions, CO concentrations close to congested intersections that experience high levels of traffic and elevated background concentrations may reach unhealthy levels, affecting nearby sensitive receptors. Given the high traffic volume potential, areas of high CO concentrations, or "hot spots," are typically associated with intersections that are projected to operate at unacceptable levels of service during the peak commute hours. However, transport of this criteria pollutant is extremely limited, and CO disperses rapidly with distance from the source under normal meteorological conditions. Furthermore, vehicle emissions standards have become increasingly more stringent in the last 20 years. Currently, the allowable CO emissions standard in California is a maximum of 3.4 grams/mile for passenger cars (there are requirements for certain vehicles that are more stringent). With the turnover of older vehicles, introduction of cleaner fuels, and implementation of

increasingly sophisticated and efficient emissions control technologies, CO concentration in the SoCAB is designated as in attainment. Detailed modeling of Project-specific CO "hot spots" is not necessary and thus this potential impact is addressed qualitatively.

A CO "hot spot" would occur if an exceedance of the state one-hour standard of 20 parts per million (ppm) or the eight-hour standard of 9 ppm were to occur. The analysis prepared for CO attainment in the SCAQMD *1992 Federal Attainment Plan for Carbon Monoxide* in Los Angeles County and a Modeling and Attainment Demonstration prepared by the SCAQMD as part of the 2003 AQMP can be used to demonstrate the potential for CO exceedances of these standards (SCAQMD 1992, 2003). The SCAQMD is the air pollution control officer for much of southern California. The SCAQMD conducted a CO hot spot analysis as part of the 1992 CO Federal Attainment Plan at four busy intersections in Los Angeles County during the peak morning and afternoon time periods. The intersections evaluated included Long Beach Boulevard and Imperial Highway (Lynwood), Wilshire Boulevard and Veteran Avenue (Westwood), Sunset Boulevard and Highland Avenue (Hollywood), and La Cienega Boulevard and Century Boulevard (Inglewood). The busiest intersection evaluated was at Wilshire Boulevard and Veteran Avenue, which has a traffic volume of approximately 100,000 vehicles per day. Despite this level of traffic, the CO analysis concluded that there was no violation of CO standards (SCAQMD 1992). In order to establish a more accurate record of baseline CO concentrations affecting the Los Angeles, a CO "hot spot" analysis was conducted in 2003 at the same four busy intersections in Los Angeles at the peak morning and afternoon time periods. This "hot spot" analysis did not predict any violation of CO standards. The highest one-hour concentration was measured at 4.6 ppm at Wilshire Boulevard and Veteran Avenue and the highest eight-hour concentration was measured at 8.4 ppm at Long Beach Boulevard and Imperial Highway. Thus, there was no violation of CO standards.

Similar considerations are also employed by other Air Districts when evaluating potential CO concentration impacts. More specifically, the Bay Area Air Quality Management District (BAAQMD), the air pollution control officer for the San Francisco Bay Area, concludes that under existing and future vehicle emission rates, a given project would have to increase traffic volumes at a single intersection by more than 44,000 vehicles per hour or 24,000 vehicles per hour where vertical and/or horizontal air does not mix—in order to generate a significant CO impact.

Once constructed, the proposed facilities would not instigate regular daily traffic trips. Thus, the Proposed Project would not generate traffic volumes at any intersection of more than 100,000 vehicles per day (or 44,000 vehicles per day) and there is no likelihood of the Project traffic exceeding CO values.

Based on the analysis provided above the Proposed Project would have a less than significant.

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?	☐	☐	☒	☐

Less than Significant Impact.

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.

During construction, the Proposed Project has the potential to generate objectionable odors in the form of diesel exhaust in the immediate vicinity of the site. However, these emissions are short-term in nature and would 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. Therefore, construction odors would not adversely affect a substantial number of people.

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.

This impact is less than significant.

4.3.3 Mitigation Measures

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

4.4 Biological Resources

This section is based on the analysis and recommendations presented in the Biological Technical Report (BTR) prepared for the Proposed Project (ECORP 2022b, Appendix B). ECORP prepared the BTR to identify potential biological resource constraints and ensure compliance with state and federal regulations regarding listed, protected, and sensitive species.

ECORP biologists performed a literature review using the California Department of Fish and Wildlife (CDFW) California Natural Diversity Database (CNDDB; CDFW 2022a) and the California Native Plant Society's (CNPS) Electronic Inventory (CNPSEI; CNPS 2022) to determine the special-status plant and wildlife species that have been documented near the Project Area. ECORP searched CNDDB and CNPSEI records within the Project Area boundaries as depicted on USGS 7.5-minute El Casco and Yucaipa topographic quadrangles, plus the surrounding seven topographic quadrangles including Redlands, Forest Falls, Sunnymead, Beaumont, Perris, Lake View, and San Jacinto. 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. Additional information was gathered from the following sources and includes, but is not limited to:

- State and Federally Listed Endangered and Threatened Animals of California (CDFW 2022b);
- Special Animals List (CDFW 2022c);
- The Jepson Manual: Vascular Plants of California (Baldwin et al. 2012);
- A Manual of California Vegetation, 2nd Edition (Sawyer et al. 2009); and
- various online websites (e.g., Calflora 2022; USFWS 2022b).

Using this information and observations in the field, a list of special-status plant and animal species that have the potential to occur on or near the Project Area was generated. For the purposes of this assessment, special-status species are defined as plants or animals that:

- have been designated as either rare, threatened, or endangered by CDFW, CNPS, or the USFWS, or are protected under either the federal Endangered Species Act (ESA) or California Endangered Species Act (CESA);
- are candidate species being considered or proposed for listing under these same acts;
- are fully protected by the California Fish and Game Code, §§ 3511, 4700, 5050, or 5515; or
- are of expressed concern to resource and regulatory agencies or local jurisdictions.

Special-status species reported for the region in the literature review or for which suitable habitat occurs on the site were assessed for their potential to occur within the Project Area based on the following guidelines:

- **Present:** The species was observed onsite during a site visit or focused survey.
- **High:** Habitat (including soils and elevation factors) for the species occurs within the Project Area and a known occurrence has recently been recorded (within the last 20 years) within 5 miles of the area.
- **Moderate:** Habitat (including soils and elevation factors) for the species occurs within the Project Area and a documented observation occurs within the database search, but not within 5 miles of the area; a historic documented observation (more than 20 years old) was recorded within 5 miles of the Project Area; or a recently documented observation occurs within 5 miles of the area and marginal or limited amounts of habitat occurs in the Project Area.
- **Low:** Limited or marginal habitat for the species occurs within the Project Area and a recently documented observation occurs within the database search, but not within 5 miles of the area; a historic documented observation (more than 20 years old) was recorded within 5 miles of the Project Area; or suitable habitat strongly associated with the species occurs on site, but no records or only historic records were found within the database search.
- **Presumed Absent:** Species was not observed during a site visit (if it was a species expected to be observed) or during focused surveys conducted in accordance with protocol guidelines at an appropriate time for identification; habitat (including soils and elevation factors) does not exist on site; or the known geographic range of the species does not include the Project Area.

Note that location information for some special-status species may be of questionable accuracy or unavailable. Therefore, for survey purposes, the environmental factors associated with a species' occurrence requirements may be considered sufficient reason to give a species a positive potential for occurrence. In addition, just because a record of a species does not exist in the databases does not mean it does not occur. In many cases, records may not be present in the databases because an area has not been surveyed for that species.

A review of the Natural Resources Conservation Service (NRCS; NRCS 2022) National Wetlands Inventory (NWI; (USFWS 2022a), National Hydrology Dataset (USGS 2022), and the corresponding USGS topographic maps was also conducted to determine if there were any blue line streams or drainages present within the Project Area that potentially fall under the jurisdiction of either federal or state agencies.

ECORP conducted the biological reconnaissance survey on October 27, 2022, and summarized the results of the survey, including site characteristics, plant communities, wildlife, special-status species, and special-status habitats (including any potential wildlife corridors) in the BRT (ECORP 2022b).

4.4.1 Environmental Setting

The Project Area is located approximately 2.2 miles northwest of Highway 60, and approximately 3.7 miles southwest 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 elevation of the Project Area ranges from approximately 2,200 feet to 2,500 feet above mean sea level (ECORP 2022b).

4.4.1.1 Vegetation Communities

Vegetation communities present within the Project Area include nonnative grassland, oak woodland, and brittlebush scrub. There were also two land cover types, developed and disturbed, present within the Project Areas. These plant communities are briefly described below (ECORP 2022b).

Brittlebush Scrub

Brittlebush scrub was present on the south facing slopes within the eastern half of the proposed R-11.4 Water Reservoir property. Brittlebush scrub is characterized by brittlebush as the dominant or codominant species in an open to intermittent shrub canopy. Plants present in this community onsite included primarily brittlebush (*Encelia farinosa*), California buckwheat (*Eriogonum fasciculatum*), and slender buckwheat (*Eriogonum gracile*).

Oak Woodland

Oak woodland vegetation was present within and adjacent to the pipeline alignment for the new B-10.3 Recycled Water Booster and within the eastern half of the R-11.4 Water Reservoir property on the at the north facing slopes. Oak woodland is characterized by oak trees as a dominant or codominant species in an open to continuous tree canopy. This vegetation community was dominated by coast live oak (*Quercus agrifolia*), which had a mostly grassy understory of bromegrass (*Bromus diandrus*), cheatgrass (*Bromus tectorum*), and California buckwheat.

Nonnative Grassland

Nonnative grassland was present within and adjacent to the pipeline alignment for the new B-10.3 Recycled Water Booster and on the slopes of the eastern half of the R-11.4 Water Reservoir property. Nonnative grassland communities are largely devoid of native vegetation due to human disturbance and are dominated by open areas of nonnative grasses including nonnative weedy and ruderal vegetation. Vegetation height at the time of survey ranged from approximately 6 to 12 inches. Plants present in this community onsite included primarily nonnative grass species such as slender oat (*Avena barbata*), bromegrass, foxtail brome (*Bromus madritensis*), cheatgrass, jimsonweed (*Datura wrightii*), and Russian thistle (*Salsola tragus*). Soils within this community appeared mechanically disturbed (e.g., disced) and were loose and friable at the time of the survey.

Developed

Vegetation height at the time of survey ranged from approximately 6 to 12 inches. Plants present in this community onsite included primarily nonnative grass species such as slender oat (*Avena barbata*), bromegrass, foxtail brome (*Bromus madritensis*), cheatgrass, jimsonweed (*Datura wrightii*), and Russian thistle (*Salsola tragus*). Soils within this community appeared mechanically disturbed (e.g., disced) and were loose and friable at the time of the survey.

Disturbed

Disturbed land was present within and adjacent to the proposed R-11.4 Water Reservoir and made up the majority of the flat portion of the property. Additional disturbed land was also present adjacent to the proposed B-10.3 Recycled Water Booster. The disturbed classification includes areas where the native vegetation community has been heavily influenced by human actions, such as grading, trash dumping, and off-road use, but lacks development. Disturbed is not a vegetation classification, but rather a land cover type and is not typically restricted to a known elevation. The majority of the western half of the R-11.4 Water Reservoir property was disturbed and mostly devoid of vegetation. Disturbed areas were also located adjacent to the proposed B-10.3 Recycled Water Booster. In areas classified as disturbed, vegetation was absent or sparse and consisted primarily of nonnative species, such as Russian thistle, foxtail brome, and cheatgrass.

4.4.1.2 Wildlife

Wildlife species observed and detected within the Project Area, or adjacent, were characteristic of brittlebush scrub, oak woodland, nonnative grassland habitat as well as the developed areas. Three mammal species detected on and in the vicinity of the Project Area include: coyote (*Canis latrans*), Botta's pocket gopher (*Thomomys bottae*), and California ground squirrel (*Otospermophilus beecheyi*). Numerous bird species were also detected on and in the vicinity of the Project Areas including, but not limited to, Anna's hummingbird (*Calypte anna*), common raven (*Corvus corax*), house finch (*Haemorhous mexicanus*), acorn woodpecker (*Melanerpes formicivorus*), and California towhee (*Melozone crissalis*). Due to the level of human activity and the disturbed/developed nature of the sites, the Project Area represents relatively low-quality habitat for most wildlife species (ECORP 2022b).

4.4.1.3 Soils

According to the U.S. Department of Agriculture's NRCS Web Soil Survey website (NRCS 2022), 5 soil types are located within the Project Area:

- Buren loam, 5 percent to 15 percent slopes;
- Hanford loamy fine sand, 0 percent to 8 percent slopes;
- San Timoteo loam, 25 percent to 50 percent slopes;
- Terrace escarpments; and
- Tujunga loamy sand, 0 percent to 8 percent slopes.

4.4.1.4 Potential Waters of the U.S.

Two aquatic features were identified adjacent to the Project components, including an unnamed drainage located approximately 200 feet south of the proposed pipeline for the new B-10.3 booster station and an unnamed drainage located approximately 100 feet to the north of the northern edge of the property boundary for the proposed R-11.4 Water Reservoir. The NWI mapping designation (R4SBA) for these two features indicates a riverine, intermittent streambed that is temporarily flooded (USFWS 2022a).

4.4.1.5 Special-Status Plants

The literature review and database searches identified 45 special-status plant species that could occur near the Project Area. A list was generated from the results of the literature review and the Project Area was evaluated for suitable habitat that could support any of the special-status plant species on the list. Of the 45 special-status plants identified, 1 species was determined to have a moderate potential to occur and 4 species have a low potential to occur within the Project Area. The remaining species identified in the literature review are presumed absent from the Project Area, due to a lack of suitable habitat, including vegetation, soils, and elevation (ECORP 2022b).

Plant Species with a Moderate Potential to Occur

One plant species, Yucaipa onion (*Allium marvinii*), was found to have a moderate potential to occur on the R-11.4 Water Reservoir Project Area. The Project Area provides marginal or limited amounts of habitat (including soils and elevation factors) onsite in the brittlebush scrub vegetation and recently documented observations occur within 5 miles of the Project Area (ECORP 2022b).

Plant Species with a Low Potential to Occur

The following species has a low potential to occur in the R-11.4 Water Reservoir Project Area because limited or marginal habitat for these species occurs on site and a recently documented observation occurs within the database search, but not within 5 miles of the area; a historic documented observation (more than 20 years old) was recorded within 5 miles of the Project Area; or suitable habitat strongly associated with the species occurs onsite, but no records or only historic records were found within the database search. The special-status plant species with low potential to occur include:

- Jaeger's milk-vetch (*Astragalus pachypus* var. *jaegeri*), CNPS 1B.1
- California satintail (*Imperata brevifolia*), CNPS 2B.1
- Salt spring checkerbloom (*Sidalcea neomexicana*), CNPS 2B.2
- San Bernardino aster (*Symphyotrichum defoliatum*), CNPS 1B.2

No special-status plant species were observed during the biological survey (ECORP 2022b).

4.4.1.6 Special-Status Wildlife

The literature review and database searches identified 45 special-status wildlife species that could occur near the Project Area. Of the 45 special-status wildlife species identified in the literature review, 1 was

found have a high potential to occur, 4 have a moderate potential to occur, and 7 have a low potential to occur within the Project Area. The remaining species are presumed absent from the Project Area (ECORP 2022b).

Wildlife Species with a High Potential to Occur

Northwestern San Diego Pocket Mouse (Chaetodipus fallax fallax). Northwestern San Diego pocket mouse is a CDFW SSC that is typically found in sandy desert fans and shrub communities such as coastal sage scrub, chaparral, sagebrush, desert wash, desert scrub, desert succulent scrub, pinyon-juniper, and annual grassland habitats. Suitable habitat for this species is present in the scrub and nonnative grassland habitats within the Project Area. Multiple records of this species are documented within 5 miles of the Project Area with the closest record being a polygon that overlaps with the B-10.3 booster station Project Area (Occurrence #52) identified in 2002 (CDFW 2022a). Due to the presence of suitable habitat for this species and the recent documented records near the Project Area, this species has been determined to have a high potential to occur within the Project Area within the scrub and nonnative grassland habitats (ECORP 2022b).

Wildlife Species with a Moderate Potential to Occur

Four special-status wildlife species were found to have a moderate potential to occur within the Project Area and are CDFW SSC. The Project Area provides marginal or limited amounts of habitat (including soils and elevation factors) onsite and recently documented observations occur within 5 miles of the Project Area; or a historic documented observation (more than 20 years old) was recorded within 5 miles of the Project Area (ECORP 2022b). The special-status wildlife species with moderate potential to occur include:

- Southern California legless lizard (*Anniella stebbinsi*), CDFW SSC
- Coastal whiptail (Aspidoscelis tigris stejnegeri), CDFW SSC
- White-tailed kite (*Elanus leucurus*), CDFW Fully Protected
- Coast patch-nosed snake (*Salvadora hexalepis virgultea*), CDFW SSC

Wildlife Species with a Low Potential to Occur

Seven wildlife species have a low potential to occur in the Project Area because limited or marginal habitat for these species occurs on site and a recently documented observation occurs within the database search, but not within 5 miles of the area; a historic documented observation (more than 20 years old) was recorded within 5 miles of the Project Area; or suitable habitat strongly associated with the species occurs onsite, but no records or only historic records were found within the database search (ECORP 2022b). The special-status wildlife species with low potential to occur include:

- California glossy snake (*Arizona elegans occidentalis*), CDFW SSC
- Burrowing owl (*Athene cunicularia*), CDFW SSC
- Red-diamond rattlesnake (*Crotalus ruber*), CDFW SSC
- Loggerhead shrike (*Lanius ludovicianus*), CDFW SSC

- Southern grasshopper mouse (*Onychomys torridus ramona*), CDFW SSC
- Coast horned lizard (*Phrynosoma blainvillii*), CDFW SSC
- Western spadefoot (*Spea hammondii*), CDFW SSC

4.4.1.7 Wildlife Movement Corridors

The concept of habitat corridors addresses the linkage between large blocks of habitat that allow the safe movement of mammals and other wildlife species from one habitat area to another. The definition of a corridor varies, but corridors may include such areas as greenbelts, refuge systems, underpasses, and biogeographic land bridges. In general, a corridor is described as a linear habitat, embedded in a dissimilar matrix, which connects two or more large blocks of habitat. Wildlife movement corridors are critical for the survivorship of ecological systems for several reasons. Corridors can connect water, food, and cover sources, spatially linking these three resources with wildlife in different areas. In addition, wildlife movement between habitat areas provides for the potential of genetic exchange between wildlife species populations, thereby maintaining genetic variability and adaptability to maximize the success of wildlife responses to changing environmental conditions. This is especially critical for small populations subject to loss of variability from genetic drift and effects of inbreeding. The nature of corridor usage and wildlife movement patterns vary greatly among species (ECORP 2022b).

The Project Area was assessed for its ability to function as a wildlife corridor. Both the B-10.3 Recycled Water Booster and the R-11.4 Water Reservoir Project Areas likely provide wildlife movement opportunities because both Areas consist of open and unimpeded land. However, there is limited cover to facilitate movement of larger animals. Additionally, both sites are bounded by roads and urban development, which lessens the site's value as a corridor. Although wildlife could traverse through both Project Areas, neither is situated along any major drainages or washes that would be considered movement corridors for wildlife. Additionally, anthropogenically disturbances from vehicles and residents in the area could deter wildlife from moving through the Project Areas (ECORP 2022b). Therefore, the Project Areas would not be considered a linkage or corridor between natural habitat areas.

4.4.1.8 Critical Habitat

The Project Area is not located within any USFWS-designated critical habitat. No impacts to critical habitat are expected because no critical habitat is present within the Project Area (ECORP 2022b).

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?	☐	☒	☐	☐

Less than Significant with Mitigation Incorporated.

The literature review and database searches identified 45 special-status plant species that could occur in the vicinity of the Project Area. Of the special-status plant species identified in the literature review and database searches, only one of the species, Yucaipa onion, was determined to have a moderate potential to occur, and four species, Jaeger's milk-vetch, California satintail, salt spring checkerbloom, and San Bernardino aster, were considered as low potential based on the available habitat and records in the vicinity of the Project Area. However, none of these species are state or federally listed and are of relative low levels of sensitivity. Additionally, due to the anthropogenic disturbances within the Project Areas and the generally small Project Area footprints, the Project Areas are 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 and additional surveys and mitigation are not necessary.

The literature review and database searches identified 45 special-status wildlife species that could occur in the vicinity of the Project Area. Of those 45 species, one species, northwestern San Diego pocket mouse, was determined to have a high potential to occur within the scrub and nonnative grassland habitats within the Project Areas. If present, this CDFW SSC species could be subject to direct impacts through ground disturbance and indirect impacts from construction noise, vibrations, and increased human activity related to the development of the Project Area. However, due to the lack of high-quality habitat within the impact area, the site's long history of anthropogenic disturbances, and the presence of urban development adjacent to the Project Area, this species is only expected to occur in low density, if present, and Project-related impacts would not be expected to contribute to the overall decline of populations for these species. Therefore, impacts to northwestern San Diego pocket mouse would not be considered significant and additional surveys and mitigation are not necessary.

A total of eight CDFW SSC species were determined to have moderate or low potential to occur within the Project Area: Southern California legless lizard, coastal whiptail, coast patch-nosed snake, California glossy snake, red-diamond rattlesnake, southern grasshopper mouse, coast horned lizard, and western spadefoot. If present, these CDFW SSC species could be subject to direct impacts through ground disturbance and indirect impacts from construction noise, vibrations, and increased human activity related to the development of the Project Area. However, due to the lack of high-quality habitat within the impact area, the site's long history of anthropogenic disturbances, the presence of urban development

immediately adjacent to the Project Areas, and the relatively small footprints of the Project Areas, these species are only expected to occur in very low density, if present, and Project-related impacts would not be expected to contribute to the overall decline of populations for these species. Therefore, impacts to Southern California legless lizard, coastal whiptail, and coast patch-nosed snake would not be considered significant and additional surveys and mitigation are not necessary.

One CDFW Fully Protected bird species, white-tailed kite, was determined to have a moderate potential to occur within the Project Area and two CDFW SSC bird species, burrowing owl and loggerhead shrike were determined to have low potential to occur within the Project Areas. Marginally suitable nesting and foraging habitat for these species is present within and adjacent to the Project Areas. However, due to the lack of high-quality habitat within the impact area, the site's long history of anthropogenic disturbances, and the presence of urban development immediately adjacent to the Project Area, these species are not likely to occur. If present, these species and their nests could be subject to direct impacts through ground disturbance and indirect impacts from construction noise, vibrations, and increased human activity related to the development of the Project Area. Impacts to white-tailed kite, burrowing owl, and loggerhead shrike could be considered significant under CEQA; however, implementation of Mitigation Measures BIO-1, BIO-2, and BIO-3 would reduce impacts to a level that is less than significant.

Large shrubs and trees and some of the grassland habitat within the Project Area could provide nesting habitat for nesting birds and raptors protected by the Migratory Bird Treaty Act (MBTA) and California Fish and Game Code. If construction of the Proposed Project occurs during the bird breeding season (typically February 1 through August 31), ground-disturbing construction activities could directly affect nesting birds and other birds protected by the MBTA and their nests through the removal of habitat within the Project Area, and indirectly through increased noise, vibrations, and increased human activity. Impacts to nesting birds would be less than significant with the implementation of Mitigation Measures 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?	☐	☐	☐	☒

No Impact.

The vegetation communities and land cover types within the Project Area include nonnative grassland, brittlebush scrub, oak woodland, and disturbed/developed areas. None of these vegetation communities or land cover types are considered sensitive natural communities. Therefore, no impacts to sensitive natural communities are anticipated to result from the development of this Project.

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?	☐	☒	☐	☐

Less than Significant with Mitigation Incorporated.

Two aquatic features were identified adjacent to the Project components, including an unnamed drainage located approximately 200 feet south of the proposed pipeline for the new B-10.3 Recycled Water Booster and another unnamed drainage located approximately 100 feet to the north of the northern edge of the property boundary for the proposed R-11.4 Water Reservoir. The NWI mapping designation (R4SBA) for these two features indicates a riverine, intermittent streambed that is temporarily flooded (USFWS 2022a). Although a formal delineation was not performed, the reconnaissance survey confirmed that these two features could be considered aquatic resources jurisdictional to the U.S. Army Corps of Engineers (USACE), CDFW, and RWQCB. Impacts to drainages would be less than significant with implementation of Mitigation Measure BIO-4, which involves drainage impact avoidance.

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?	☐	☐	☒	☐

Less than Significant Impact.

Most of the land comprising the Project Areas consists of disturbed/developed land and the portions of the sites that are not disturbed or developed are heavily influenced by adjacent anthropogenic disturbances such as paved roads and residential developments. Although, portions of the Project Areas likely provide wildlife movement opportunities because they consist of open and unimpeded land, the sites' value as a corridor is lessened by the fact that it borders residential developments and is moderately disturbed due to anthropogenic factors. Additionally, the disturbances from vehicles on the paved roads and adjacent residential and commercial developments would likely deter wildlife from moving through the area. Therefore, the Project Areas would not be considered a wildlife corridor. No migratory wildlife corridors or native wildlife nursery sites were identified within the Project Areas. No impacts to wildlife corridors or nursery sites are expected to occur during the development of the Project Areas, and due to the overall small footprint of the proposed booster and tank sites and the fact that they would be unmanned, the Proposed Project is not likely to affect wildlife movement in the area.

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?	☐	☐	☒	☐

Less than Significant Impact.

The City of Calimesa's Municipal Code 18.70 *Landscape Requirements* provides tree preservation guidelines to be incorporated into approved grading, building, and landscaping plans as appropriate and applies to all species of trees except oak trees which are regulated by the City's Municipal Code Chapter 18.80. The removal of healthy, shade-providing, aesthetically valuable trees shall be discouraged. In the event that more than five trees are to be cut down, uprooted, destroyed, or removed within a 36-month period, a permit shall first be issued by the City of Calimesa Community Development Department.

The City's Municipal Code Chapter 18.80 *Tree Conservation* regulates and sets forth criteria for the cutting, pruning, removal, relocation, or replacement of heritage oak trees, protected oak trees, or protected stands of oak trees (oak groves). The policy prevents any action that will permanently damage the health or condition of these oak trees without an oak tree pruning permit or an oak tree removal/encroachment permit.

Oak woodland vegetation is present within and adjacent to the pipeline alignment for the B-10.3 Recycled Water Booster and within the eastern half of the R-11.4 Water Reservoir property on the north-facing slopes. This vegetation is characterized by oak trees as a dominant or codominant species. This vegetation community was dominated by coast live oak, which had a mostly grassy understory of bromegrass, cheatgrass, and California buckwheat. Coast live oak is of the genus *Quercus* which is considered a heritage oak tree under the City's Municipal Code Chapter 18.80. The Project is exempt under Chapter 18.80.030 whereby the removal of trees by a public agency that are located within an area for required improvements within the public street ROW or within a utility ROW is an exempted circumstance. Therefore, impacts are less than significant and no mitigation is required.

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?	☐	☐	☐	☒

No Impact.

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. Therefore,

the Project would not conflict with the provisions of an adopted conservation plan. No impact would occur.

4.4.3 Mitigation Measures

BIO-1: **Preconstruction Burrowing Owl Surveys:** Two preconstruction burrowing owl surveys shall be conducted prior to Project-related ground disturbance. The first survey shall be conducted between 30 to 14 days prior to initial ground disturbance (grading, grubbing, and construction) and the second survey should be conducted within 24 hours of initial ground disturbance. The surveys shall be conducted 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 Area 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 YVWD 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 burrowing owl burrow is identified, and construction is to proceed, then a qualified biologist (with two or more years of owl experience) shall 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 biologist through a minimum of weekly biological monitoring.

BIO-2: **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 three days prior to initial ground disturbance. The nesting bird survey shall include the Project Area 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.

BIO-3: **Biological Monitoring:** A qualified biologist shall be present to monitor all initial ground-disturbing and vegetation clearing performed within areas that contain suitable habitat for special-status plant and wildlife species. During each monitoring day, the biological monitor shall perform clearance survey "sweeps" at the start of each workday that vegetation clearing takes place to minimize impacts on special-status species with potential to occur. The monitor will be responsible for ensuring that impacts to special-status species, nesting birds, and active nests will be avoided to the greatest extent possible. Biological monitoring shall take place until the Project Area has been completely cleared of any vegetation. If an active nest is identified, the biological monitor 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 no longer active by the biologist. If special-status wildlife species are detected during biological monitoring activities, then consultation with the USFWS and/or CDFW shall be conducted, and a mitigation plan shall be developed to avoid and offset impacts to these species. Mitigation measures may consist of work restrictions or additional biological monitoring activities after ground-disturbing activities are complete.

BIO-4: **Drainage Impact Avoidance.** Impacts to the two aquatic drainage features identified adjacent to the Project Areas shall be avoided either through Project design or construction methods. Should avoidance not be possible and impacts to the drainage be necessary, a formal Aquatic Resources Delineation (ARD) shall be conducted to determine if it is subject to the jurisdiction of the CDFW or USACE. The ARD shall be conducted based on the guidelines presented in the USACE *1987 Wetlands Delineation Manual* as well as the *Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Arid West Region*, September 2008. The delineation shall also comply with the standards required by CDFW and the RWQCB.

If there are any planned Project-related impacts to jurisdictional streams, regulatory permitting will be required in advance for these impacts, including submittal and processing of a Pre-Construction Notification with the USACE, a Notification of Lake or Streambed Alteration with the CDFW, and a Section 401 Water Quality Certification with the RWQCB. The Project shall comply with the mitigation measures resulting from the ARD.

4.5 Cultural Resources

ECORP prepared an Archaeological Resources Inventory and Evaluation Report (ECORP 2022c) 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. Cultural resources include prehistoric archaeological sites, historic archaeological sites, and historic structures, and generally consist of artifacts, food waste, structures, and facilities made by people in the past. Prehistoric archaeological sites are places that contain the material remains of activities carried out by the native population of the area (i.e., Native Americans) prior to the arrival of Europeans in Southern California. Places that contain the material remains of activities carried out by people during the period when written records were produced after the arrival of Europeans are considered historic archaeological sites. Historic structures include houses, garages, barns, commercial structures, industrial facilities, community buildings, and other structures and facilities that are more than 50 years old. Historic structures may also have associated archaeological deposits, such as abandoned wells, cellars, privies, refuse deposits, and foundations of former outbuildings.

The information provided below is an abridged version of the Cultural Resources Inventory and is included here to provide a brief context of the potential cultural resources in the Project Area. Due to the sensitive nature of cultural resources and their records and documentation, which are restricted from public distribution by state and federal law, the IS/MND appendices do not include the full cultural

resources report; however, all pertinent information necessary for impact determinations is included in this section. A redacted version of the cultural resources report that does not include confidential site records or locations is includes as Appendix C.

4.5.1 Environmental Setting

The Project Area is located within the city limits of Calimesa in Riverside County. A portion of the Project Area is located within the existing roadways of West County Line Road, Singleton Road, and Condit Avenue. The northwest portion of the pipeline is in a narrow wash located between the original alignment of San Timoteo Canyon Road and the new alignment. It is the northwest quarter of the northeast quarter of section 15 in township 2 South, range 2 West, San Bernardino Base Meridian as depicted on the 1976 El Casco, California 7.5-minute USGS topographical quadrangle map, also known as 880 County Line Road, Calimesa California.

The other section to the southeast is on a graded square area of land where the former alignment of Singleton Road serves as the roadway of Condit Avenue, to the northeast of where Condit Avenue intersects with the private drive of Sharon Way. It is in the southeast quarter of the northeast quarter of section 24, township 2 West, range 2 South, San Bernardino Base Meridian as depicted on the 1976 El Casco, California 7.5-minute USGS topographical quadrangle map. Elevations range from 2,280 to 2,380 feet above mean sea level.

4.5.2 Regulatory Setting

The cultural resources investigation conducted pursuant to the provisions for the treatment of cultural resources contained within Section 106 of the National Historic Preservation Act (NHPA) and in CEQA (PRC § 21000 et seq.) in order to meet the regulatory requirements of this Project. The goal of NHPA and CEQA is to develop and maintain a high-quality environment that serves to identify the significant environmental effects of the actions of a proposed project and to either avoid or mitigate those significant effects where feasible. CEQA pertains to all proposed projects that require state or local government agency approval, including the enactment of zoning ordinances, the issuance of conditional use permits, and the approval of development project maps. The NHPA pertains to projects that entail some degree of federal funding or permit approval.

The NHPA and CEQA (Title 54 U.S. Code [USC] Section 100101 et seq and Title 14, CCR Article 5, § 15064.5) apply to cultural resources of the historical and pre-contact (prehistoric) periods. Any project with an effect that may cause a substantial adverse change in the significance of a cultural resource, either directly or indirectly, is a project that may have a significant effect on the environment. As a result, such a project would require avoidance or mitigation of impacts to those affected resources. Significant cultural resources must meet at least one of four criteria that define eligibility for listing on either the California Register of Historical Resources (CRHR) (PRC § 5024.1, Title 14 CCR, § 4852) or the National Register of Historic Places (NRHP) (36 Code of Federal Regulations [CFR] 60.4). Cultural resources eligible for listing on the NRHP are considered Historic Properties under 36 CFR Part 800 and are automatically eligible for the CRHR. Resources listed on or eligible for inclusion in the CRHR are considered Historical Resources under CEQA.

Tribal Cultural Resources are defined in Section 21074 of the California PRC as 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 included in or determined to be eligible for inclusion in the CRHR, or are included in a local register of historical resources as defined in subdivision (k) of Section 5020.1, or are 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. Section 1(b)(4) of Assembly Bill (AB) 52 established that only California Native American tribes, as defined in Section 21073 of the California PRC, are experts in the identification of TCR and impacts thereto. Because ECORP does not meet the definition of a California Native American tribe, the Cultural Resources Inventory only addresses information for which ECORP is qualified to identify and evaluate, and that which is needed to inform the cultural resources section of CEQA documents. This report, therefore, does not identify or evaluate TCR. Should California Native American tribes ascribe additional importance to or interpretation of archaeological resources described herein, or provide information about non-archeological TCR, that information is documented separately in the AB 52 tribal consultation record between the tribe(s) and Lead Agency, and summarized in section 4.18 Tribal Cultural Resources of this document, if applicable.

In addition, this report was prepared as co-compliant with CEQA and with Section 106 of the NHPA and all implementing regulations.

4.5.3 Methods

4.5.3.1 Records Search

Although the entire Project Area is located within Riverside County, a portion of the records search radius extends into San Bernardino County. Therefore, ECORP requested a records search for the Project Area and the portion of the search radius within Riverside County from the Eastern Information Center (EIC) of the CHRIS at University of California, Riverside on April 19, 2022. ECORP also conducted the records search for the portion of the search radius that extends into San Bernardino County at the South Central Coastal Information Center (SCCIC) of the CHRIS at California State University, Fullerton on June 9, 2022. The purpose of the records search was to determine the extent of previous surveys within a 1-mile (1,600-meter) radius of the Proposed Project location, and whether previously documented pre-contact or historic-period archaeological sites, architectural resources, or traditional cultural properties exist within this area. ECORP received results of the CHRIS records searches from the EIC on April 26, 2022, and from the SCCIC on June 9, 2022.

Record search results found that 43 previous cultural resources studies were conducted within 1-mile of the Project Area. Of the 43 studies, 2 were conducted within the Project Area and the other 41 were within the 1-mile radius. These studies revealed the presence of precontact isolates, as well as historic sites and a historic district, including rock walls, ranch houses, barns, trash scatters, and other remnants of historic ranching and farming activities.

The records search also determined that 26 previously recorded pre-contact and historic-era cultural resources are located within 1 mile of the Project Area. Of these, 3 resources are believed to be associated

with Native American occupation of the vicinity and the other 23 are historic-era sites, associated with early European-American ranching and mining activities. One historic-period resource lacked sufficient details to determine its exact location. The other 25 previously recorded resources are located outside of the Project Area. No previously recorded cultural resources are located within the Project Area.

4.5.3.2 Sacred Lands File

In addition to the record search, ECORP contacted the Native American Heritage Commission (NAHC) on April 19, 2022, to request a search of the Sacred Lands File (SLF) for the Area of Potential Effect (APE). The APE consists of the horizontal and vertical limits of a project and includes the area within which significant impacts or adverse effects to Historical Resources or Historic Properties could occur as a result of the Project. For projects subject to the CEQA, the term Project Area is used rather than APE. The terms Project Area and APE are interchangeable for the purpose of this document. The SLF search determines whether Sacred Lands have been recorded by California Native American tribes within the APE, because the SLF is populated by members of the Native American community with knowledge about the locations of tribal resources. In requesting a SLF search, ECORP solicited information from the Native American community regarding TCR, but the responsibility to formally consult with the Native American community lies exclusively with the federal and local agencies under applicable state and federal law. The lead agencies have not delegated authority to ECORP to conduct tribal consultation.

ECORP received the results of the SLF search, conducted by NAHC staff, on June 3, 2022. The SLF search results were positive, meaning that a search of the SLF by the NAHC indicated the presence of Native American Sacred Lands in the vicinity of the Project Area.

4.5.3.3 Field Survey

On October 27, 2022, ECORP completed an intensive pedestrian survey of the Project Area under the guidance of the *Secretary of the Interior's Standards for the Identification of Historic Properties* (National Park Service 1995) using 15-meter transects. At that time, the ground surface was examined for indications of surface or subsurface cultural resources. The general morphological characteristics of the ground surface were inspected for indications of subsurface deposits that may be manifested on the surface, such as circular depressions or ditches. Whenever possible, the locations of subsurface exposures caused by such factors as rodent activity, water or soil erosion, or vegetation disturbances were examined for artifacts or for indications of buried deposits. No subsurface investigations or artifact collections were undertaken during the pedestrian survey.

One previously recorded historic resource that may have been within the Project Area, is a historic building. Resource P-33-009476 is the Noble Ranch, a building of uncut stone on the former ranch of Newton Noble. It has been recorded as a California Point of Historical Interest, because Newton Noble served as a San Bernardino Sherriff, a county road overseer, and was involved in the stage lines. Although a point of historical interest, this structure is not a state registered historical landmark. P-33-009476 has not been evaluated as to eligibility for listing on the NRHP or the CRHR. The original recording documents lacked sufficient details to determine its exact location Because no trace of any structure was located

during this field work, it is assumed the Noble Ranch House either no longer exists for evaluation or is outside of the current Project Area.

As a result of the field survey, two historic built environment resources were identified within the Project Area: Site WF-001, Historic County Line Road, and site WF-002, Historic Conduit Avenue. These two resources were evaluated as not eligible for listing under any criteria for the NRHP or the CRHR (ECORP 2022b).

4.5.4 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?	☐	☐	☒	☐

Less than Significant Impact.

The CHRIS records search results revealed that an uncut stone house associated with the historic-period Noble Ranch (P-33-009476) had been previously documented in the vicinity; however, the precise location of the house is currently unknown. The field crew found no evidence during the survey. It is not currently known if this resource is considered a historical resource under CEQA or a historic property under Section 106 NHPA. If remains of the house are discovered during further Project activity, it would need to be formally evaluated for the NRHP and CRHR. The process of evaluation may require a combination of archival research and archaeological excavation if sites are not presumed eligible. If found to be eligible for the NRHP or CRHR, a determination would then need to be made about whether or not the Project would have a significant effect on the qualities that made this resource significant. Efforts to avoid, reduce, or mitigate those impacts would be needed if any significant resources will be adversely affected by the Project.

As a result of the field survey, two segments of historic-period roads were identified and recorded as WF-001 and WF-002. Resources WF-001 (a segment of West County Line Road) and WF-002 (a segment of Condit Avenue) have been evaluated using NRHP and CRHR eligibility criteria and found to be not eligible for listing in the NRHP or CRHR under any criteria. Therefore, neither resource is considered a historical resource under CEQA or a historic property under Section 106 of the NHPA. Impacts would be less than significant and no mitigation is required.

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?	☐	☒	☐	☐

Less than Significant with Mitigation Incorporated.

Historic-era resources would not likely be deeply buried, but instead, would manifest themselves on the surface (and, hence, be detectable through standard survey). Sediments within the northwestern Project Area consist of older Pleistocene deposits. The potential for older Pleistocene deposits to contain archaeological deposits is low because they likely predate human occupation of the region. Archaeological deposits are more likely to be found in younger Holocene sediments formed concurrently with the expansion of human populations in the area. The southeastern Project Area contains such Holocene sediments; however, past studies have failed to identify a substantial number of pre-contact archaeological resources.

The potential for subsurface archaeological deposits is considered low due to the presence of older Pleistocene sediments within the northwest Project Area. The potential for subsurface deposits is considered moderate due to the presence of Holocene alluvial sediments in the southeastern Project Area. There always remains the potential for ground-disturbing activities to expose previously unrecorded cultural resources. Both CEQA and Section 106 of the NHPA require the lead agency to address any unanticipated cultural resource discoveries during Project construction (ECORP 2022c). Therefore, 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?	☐	☒	☐	☐

Less than Significant with Mitigation Incorporated.

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 [AB] 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.

4.5.5 Mitigation Measures

CUL-1: If subsurface deposits believed to be cultural or human in origin are discovered during construction, all work must halt within a 100-foot radius of the discovery. A qualified

professional archaeologist, meeting the Secretary of the Interior's Professional Qualification Standards for prehistoric and historic archaeology, shall be retained to 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 lead agencies. The agencies shall consult on a finding of eligibility and implement appropriate treatment measures, if the find is determined to be a Historical Resource under CEQA, as defined in Section 15064.5(a) of the CEQA Guidelines or a historic property under Section 106 NHPA, if applicable. 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 a Historical Resource under CEQA or a 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 archaeologist shall ensure reasonable protection measures are taken to protect the discovery from disturbance (AB 2641). The archaeologist shall notify the Riverside County Coroner (per § 7050.5 of the Health and Safety Code). 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 can 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 agency, through consultation as appropriate, determines that the treatment measures have been completed to their satisfaction.

4.6 Energy

Energy relates directly to environmental quality. Energy use can adversely affect air quality and other natural resources. The vast majority of California's air pollution is caused by burning fossil fuels. Consumption of fossil fuels is linked to changes in global climate and depletion of stratospheric ozone. Transportation energy use is related to the fuel efficiency of cars, trucks, and public transportation; choice of different travel modes (auto, carpool, and public transit); vehicle speeds; and miles traveled by these modes. Construction and routine operation and maintenance of transportation infrastructure also consume energy. In addition, residential, commercial, and industrial land uses consume energy, typically through the usage of natural gas and electricity. This analysis focuses on the one source of energy that is relevant to the Proposed Project: the equipment fuel necessary for Project construction.

4.6.1 Environmental Setting

4.6.1.1 Energy Types and Sources

California relies on a regional power system comprised of a diverse mix of natural gas, renewable, hydroelectric, and nuclear generation resources. Natural gas provides California with a majority of its electricity, closely followed by renewables, large hydroelectric and nuclear (California Energy Commission [CEC] 2021). Southern California Edison (SCE) provides electrical services to Calimesa through state-regulated public utility contracts. SCE, the largest subsidiary of Edison International, is the primary electricity supply company for much of Southern California. It provides 14 million people with electricity across a service territory of approximately 50,000 square miles.

The Southern California Gas Company (SoCal Gas) provides natural gas services to the Project Area. SoCal Gas services approximately 21.6 million customers, spanning roughly 20,000 square miles of California.

The California Public Utilities Commission (CPUC) regulates SCE. The CPUC has developed energy efficiency programs such as smart meters, low-income programs, distribution generation programs, self-generation incentive programs, and a California solar initiative.

4.6.1.2 Energy Consumption

Electricity use is measured in kilowatt-hours (kWh), and natural gas use is measured in therms. Vehicle fuel use is typically measured in gallons (e.g., of gasoline or diesel fuel), although energy use for electric vehicles is measured in kWh. The electricity consumption associated with all nonresidential uses in Riverside County from 2017 to 2021 is shown in Table 4.6-1. As indicated, the demand has increased since 2017.

Table 4.6-1. Nonresidential Electricity Consumption in Riverside County 2017-2021

Year	Electricity Consumption (kWh)
2021	8,256,708,716
2020	8,014,699,265
2019	8,165,546,506

Table 4.6-1. Nonresidential Electricity Consumption in Riverside County 2017-2021	
Year	**Electricity Consumption (kWh)**
2018	8,248,461,330
2017	8,229,302,912

Source: CEC 2022

The natural gas consumption associated with all nonresidential uses in Riverside County from 2017 to 2021 is shown in Table 4.6-2. As indicated, the demand has increased since 2017.

Table 4.6-2. Nonresidential Natural Gas Consumption in Riverside County 2017-2021	
Year	**Natural Gas Consumption (therms)**
2021	144,212,100
2020	134,823,268
2019	147,961,563
2018	139,190,917
2017	139,148,907

Source: CEC 2022

Automotive fuel consumption in Riverside County from 2017 to 2021 is shown in Table 4.6-3. Fuel consumption demand has increased since 2017.

Table 4.6-3. Automotive Fuel Consumption in Riverside County 2017-2021	
Year	**Total Fuel Consumption**
2021	1,064,431,273
2020	1,065,594,542
2019	1,072,687,367
2018	96,073,9596
2017	1,063,586,397

Source: CARB 2021

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?	☐	☐	☒	☐

Less than Significant Impact.

Construction Energy Use

The sources of energy associated with the Proposed Project is the fuel (gasoline) necessary for Project construction and the electricity associated with pumping water.

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. For the purpose of this analysis, Project increases in fuel consumption during the construction phase (as shown in Table 4.6-4 below) are compared with the countywide fuel consumption in 2021 as shown in Table 4.6-3. The amount of total Project construction-related fuel use was estimated using the CARB's EMFAC2022 computer program, which provides projections for typical daily fuel usage in Riverside County and was estimated using ratios provided in the Climate Registry's General Reporting Protocol for the Voluntary Reporting Program, Version 2.1 (CARB 2021; Climate Registry 2016). Similarly, Project increases in electricity consumption is quantified and compared to that consumed by nonresidential all land uses in Riverside County as identified in Table 4.6-1.

Table 4.6-4. Proposed Project Energy and Fuel Consumption

Energy Type	Annual Energy Consumed	Percentage Increase Countywide
Operational Electricity Consumption		
Electricity Consumption[1]	118,260 kWh	0.000%
Construction Vehicular/Equipment Fuel Consumption		
Gasoline[2]	140,099 gallons	0.132%

Notes: The Project increase of construction-related fuel consumption is compared with the countywide construction-related fuel consumption in 2021, the most recent full year of data. The Project increase of electricity consumption is compared with the countywide electricity consumption in 2021, the most recent full year of data.

Source: [1] Air Quality and Greenhouse Gas Assessment prepared by ECORP Consulting, Inc. Appendix A. [2] Climate Registry 2016

As shown in Table 4.6-4, the Project's gasoline fuel consumption during the construction period is estimated to be 140,099 gallons of fuel, which would increase the annual construction-related gasoline fuel use in the county by 0.13 percent during Project construction. No natural gas is assumed to be used during construction. As such, Project construction would have a nominal effect on local and regional energy supplies. Additionally, construction equipment fleet turnover and increasingly stringent state and federal regulations on engine efficiency combined with state regulations limiting engine idling times and require 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 Project would not inefficient, wasteful, or unnecessary.

Operational Energy Use

Operation of the Proposed Project would not result in the consumption of natural gas beyond existing conditions and thus, would not quantifiably contribute to the Countywide demand for natural gas.

Energy use for the operational component of the Project would come from the operation of one booster pump station and for repair or maintenance on the booster pump station. Based on a maximum ampere input of 37.5 and three-phase booster motor output, the proposed booster pump would consume approximately 13.5 kilowatts per hour or 118,260 kilowatts annually. As shown in Table 4.6-4, this would result in an increase of less than 0.0001% in nonresidential electricity use in the County. Additionally, visits to the Project Area for maintenance would be required infrequently and inconsistently. When these visits do occur, the equipment necessary will be substantially less than that used during construction. As shown in Table 4.6-4, gasoline consumption during construction increased countywide energy consumption use by very little. As such, fuel consumption associated with vehicle trips generated by the Project during operation would not be considered inefficient, wasteful, or unnecessary. 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?	☐	☐	☒	☐

Less than Significant Impact.

The Proposed Project includes the construction and operation of a recycled water reservoir, a booster station, and approximately 3.65 miles of pipeline. The Project does not include energy consumption sources that are directly subject to state or local energy efficiency plans. The Project would comply with all state and local policy provisions related to renewable energy and energy efficiency, and therefore would not conflict with or obstruct a plan for renewable energy or energy efficiency. Therefore, the Project would have a less than significant impact in this regard and no mitigation is required.

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

4.7.1.1 Geomorphic Setting

The City of Calimesa is characterized by foothills in its eastern areas and nearly level topography in its north and central areas, gently sloping toward San Timoteo Creek in the southwestern areas of the City (City of Calimesa 2014).

The Project Area is located in the Northern Plateaus and Ravines and the Central Valleys viewsheds. The B-10.3 Recycled Water Booster would be located in the Northern Plateaus and Ravines area, which is

comprised of higher plateaus and scattered ravines that slope to the west. The R-11.4 Water Reservoir would be located in the Central Valleys area, which consists of four east-west-trending valleys separated by distinct ridges. These ridges stretch from a gently sloping plateau adjacent to the Black Mountain area on the eastern boundary of City and extend to the San Timoteo Canyon area (City of Calimesa 2014).

4.7.1.2 Regional Seismicity and Fault Zones

The California Department of Conservation, Division of Mines and Geology, defines an *active fault* as one that has been subjected to surface displacement within the last 11,000 years. A fault is considered *inactive* if it has not shown geologic evidence of surface displacement in the last 11,000 years.

Earthquake risk is very high in western Riverside County, which includes the City of Calimesa, due to the nearby presence of the San Andreas Fault and San Jacinto Fault. The proximity of Calimesa 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 (City of Calimesa 2014).

4.7.1.3 Soils

According to the U.S. Department of Agriculture's NRCS Web Soil Survey website (NRCS 2022), 5 soil types are located within the Project Area:

- Buren loam, 5 percent to 15 percent slopes;
- Hanford loamy fine sand, 0 percent to 8 percent slopes;
- San Timoteo loam, 25 percent to 50 percent slopes;
- Terrace escarpments; and
- Tujunga loamy sand, 0 percent to 8 percent slopes.

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 (City of Calimesa 2014).

4.7.1.4 Paleontological Resources

ECORP requested a paleontological database search of the paleontology locality and specimen collection records for the Project Area and surrounding area (one-mile radius) from the Western Science Center (WSC) in April 2022 and the WSC responded on May 3, 2022.

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?	☐	☐	☒	☐

Less than Significant Impact.

i) Land in northeast Calimesa is transected by the Banning Fault, a portion of which is designated as an Alquist-Priolo Zone (City of Calimesa 2014). The California Geological Survey (CGS) California Earthquake Hazards Zone Application reports no known active faults within the Project Area, however the site for the reservoir near Condit Avenue is adjacent to parcels that lie within an earthquake fault zone for the San Gorgonio Pass Fault (CGS 2022). Due to the absence of any onsite active faults, but given the proximity of the Project Area to parcels that lie within an earthquake fault zone, there would be a less than significant impact related to fault-rupture. Please refer to threshold ii) directly below.

Less than Significant Impact.

ii) Just like most of southern California, in the event of an earthquake strong ground shaking is expected to occur in the City of Calimesa. The City is subject to ground shaking due the nearby presence of the San Andreas and San Jacinto Faults. The Proposed Project does not include the construction of habitable structures and therefore would not expose people to strong seismic ground shaking greater than what currently exists. Water pipeline and reservoir design and construction would comply with current applicable codes and standards which would reduce the risk of loss, injury, or death resulting from strong ground-shaking. Impacts would be less than significant, and no mitigation is required.

Less Than Significant Impact.

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. Liquefaction-related effects include loss of bearing strength, ground oscillations, lateral spreading, and flow failures or slumping (City of Calimesa 2014).

The City's liquefaction susceptibility is generally low or moderate, with small portions of the City designated as very low. The Project Area is located in areas with a low or moderate liquefaction susceptibility (City of Calimesa 2014). The Proposed Project's facilities would be designed to withstand geologic conditions, such as liquefaction, anticipated to occur in the Project Area. Therefore, the Proposed Project would not contribute to a new exposure of people or structures to substantial adverse effects associated with onsite or offsite landslide, lateral spreading, subsidence, liquefaction, or collapse. Therefore, a less than significant impact would occur.

Less than Significant Impact.

iv) In Calimesa, earthquake-triggered geologic effects include ground shaking, landslide, liquefaction, and subsidence (City of Calimesa 2014). According to the Landslide and Relative Landslide Susceptibility Map for the Yucaipa and Forest Falls Quadrangles, the B-10.3 Recycled Water Booster is in Area 3 – Generally Susceptible Area. Slopes within this area are at or near their stability limits due to a combination of weaker materials and steeper slopes. Although most slopes within Area 3 do not currently contain landslide deposits, the materials that underlie them could fail locally when modified by natural processes or anthropogenic causes because they are close to their stability limits (Tan 1990). The hillside behind the R-11.4 Water Reservoir is composed of Plio-Pleistocene and Pliocene loosely consolidated deposits that may be susceptible to failure. The Proposed Project would not construct habitable structures and therefore would not contribute to or expose people to substantial adverse effects associates with onsite or offsite landslide. Additionally, Project design would comply with current California Building Code (CBC) requirements such that facilities could withstand geologic conditions anticipated to occur in the Project Area. Project implementation would not exacerbate this existing landslide condition therefore a less than significant impact would occur, and no mitigation is required.

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?	☐	☐	☒	☐

Less than Significant Impact.

Construction of the Proposed Project would require ground disturbing activities, such as grading, that have the potential to result in soil erosion or the loss of topsoil. Best Management Practices (BMPs) would be implemented to manage erosion and the loss of topsoil during construction-related activities. BMPs would consist of measures such as a stabilized construction entrance to avoid tracking soils offsite and straw wattles and silt filter bags to prevent offsite runoff onto public roadways or into drainage outlets. In addition, any drinking water-related discharges during construction would be covered under the Statewide General National Pollutant Discharge Elimination System (NPDES) Permit for Drinking Water System Discharges. The Statewide permit also requires that similar BMPs be implemented to prevent erosion or offsite runoff onto public roadways or into drainage outlets.

There would not be soil erosion or loss of topsoil during Project operations.

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 onsite or offsite landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☐	☒	☐

Less than Significant Impact.

Subsidence refers to the sudden sinking or gradual downward settling and compaction of soil and other surface material with little or no horizontal motion. It may be caused by a variety of human and natural activities, including earthquakes and the long-term extraction of oil, gas, or groundwater. Much of the City, including the Project Area, is susceptible to subsidence (City of Calimesa 2014). Project design would comply with current CBC requirements such that facilities could withstand geologic conditions, such as subsidence, anticipated to occur in the Project Area.

Liquefaction-related effects include loss of bearing strength, ground oscillations, lateral spreading, and flow failures or slumping. As discussed above, the City's liquefaction susceptibility is generally low or moderate, with small portions of the City designated as very low. The Project Area is located in areas with a low or moderate liquefaction susceptibility. Project design would comply with current CBC requirements such that facilities could withstand geologic conditions, such as liquefaction, anticipated to occur in the Project Area.

Soil collapse typically occurs in recently deposited (less than 10,000 years old) soils that were deposited in an arid or semi-arid environment. These soils collapse when they are saturated by water; rapid, substantial settlement results. An increase in surface water infiltration, such as from irrigation or a rise in the groundwater table, combined with the weight of a building or structure, can initiate settlement and cause foundations and walls to crack (City of Calimesa 2014). The geologic units underlying the Project Area are not recently deposited; they are mapped entirely as middle to late Pleistocene alluvial and sedimentary

deposits with some Holocene axial-valley deposits (ECORP 2022c). Therefore, soil collapse is not likely for the Project Area. Additionally, Project design would comply with current CBC requirements such that facilities could withstand geologic conditions, such as soil collapse.

The City has implemented the CBC seismic safety standards for structural construction. The City will continue to enact these and other seismic safety programs to minimize hazards from earthquakes and other seismic hazards. The Proposed Project's facilities would be designed to withstand geologic conditions anticipated to occur in the Project Area. Therefore, the Proposed Project would not contribute to a new exposure of people or structures to substantial adverse effects associated with onsite or offsite 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?	☐	☐	☒	☐

Less than Significant Impact.

Expansive soils have a significant amount of clay particles which can give up water (shrink) or take on water (swell). Silts and sands are usually non-expansive or have a low shrink-swell potential. The change in volume exerts stress on buildings and other loads placed on these soils. The occurrence of these soils is often associated with geologic units having marginal stability. Expansive soils can be widely dispersed and can be found in hillside areas as well as in low-lying alluvial basins.

The USDA's NRCS Web Soil Survey website lists five soil types within the Project Area. These soil types are Buren loam, 5 percent to 15 percent slopes; Hanford loamy fine sand, 0 percent to 8 percent slopes; San Timoteo loam, 25 percent to 50 percent slopes; Terrace escarpments; and Tujunga loamy sand, 0 percent to 8 percent slopes (NRCS 2022). Soils within the Project Area consist of loam and loamy sand which have low shrink-swell potential. There are no expansive soils within the Project Area.

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 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. Thus, 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 wastewater disposal systems where sewers are not available for the disposal of wastewater?	☐	☐	☐	☒

No Impact.

The Proposed Project does not include installation of septic systems or alternative wastewater disposal systems. 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?	☐	☒	☐	☐

Less than Significant with Mitigation Incorporated.

According to the paleontological records search results, the geologic units underlying the Project Area are mapped entirely as middle to late Pleistocene alluvial and sedimentary deposits with some Holocene axial-valley deposits. Pleistocene alluvial units are considered highly paleontologically sensitive. The WSC does not have localities within the Project Area or within a one-mile radius; however, the El Casco Substation Project lies just outside of the one-mile radius in older Plio-Pleistocene sediments (ECORP 2022c).

Due to the presence of Pleistocene aged deposits in part of the Project Area, any fossil specimens recovered would be scientifically significant. Excavation activity associated with the development of the Project Area would impact the paleontologically sensitive Pleistocene units. Impacts would be less than significant with the implementation of Mitigation Measure GEO-1.

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 find. The qualified paleontological professional will evaluate the significance of the find and recommend appropriate measures for the disposition of the resource (e.g., fossil recovery, curation, data recovery, and/or monitoring). Construction activities may continue on other parts of the construction site outside of the 100-foot buffer while evaluation and treatment of the paleontological resource takes place.

4.8 Greenhouse Gas Emissions

This section is based in part on the results of the Air Quality and Greenhouse Gas Assessment conducted for the Project (ECORP 2022a; Appendix A). GHG emissions-related impacts were assessed in accordance with methodologies recommended by the SCAQMD. Where GHG emission quantification was required, emissions were modeled using CalEEMod, version 2020.4.0 coupled with inputted construction equipment default data contained with the RCEM version 9.0.1. CalEEMod is a statewide land use emissions computer model designed to quantify potential criteria pollutant emissions associated with both construction and operations from a variety of land use projects. The RCEM is a spreadsheet-based model that is able to estimate exhaust emissions from heavy-duty construction equipment, haul trucks, and worker commute trips as well as fugitive dust from the construction of a new roadway, road widening, roadway overpass, levee or pipeline projects. The construction equipment necessary for the pipeline installation component of the Project was sourced from RCEM defaults, which were inputted into the CalEEMod model. Operational GHG emissions are addressed qualitatively.

4.8.1 Environmental Setting

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 (USEPA 2022a).

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 more than 25 times more heat per molecule than CO_2, and N_2O absorbs 298 times more heat per molecule than CO_2 (USEPA 2022b, 2022c). 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 SoCAB is the SCAQMD, the regional air pollution control officer for the basin. 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 numeric bright line and efficiency-based thresholds described above 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. The City of Yucaipa may set a project-specific threshold based on the context of each particular project, including using the SCAQMD Working Group expert recommendation. This standard is appropriate for this Project because it is in the same air quality basin that the experts analyzed. For the Proposed Project, the SCAQMD's 3,000 metric tons of CO_2e ($MTCO_2e$) 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 industrial 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 climate change goals because even small projects participate in or comply with non-CEQA-based GHG reduction programs, such as constructing development in accordance with statewide GHG-reducing energy efficiency building standards, called Cal Green or Title 24 energy-efficiency building standards (Crockett 2011).

Additionally, the Project is assessed for consistency with the City of Calimesa Climate Action Plan (CAP), a comprehensive document to integrate local planning efforts to reduce GHG emissions, implement the General Plan, and improve the quality of life in the community. The CAP is a strategy for the City to continue to grow in a sustainable way that meets GHG reduction targets while continuing to allow for public and private development and redevelopment that will uphold the City as a vibrant and livable community (SCAQMD 2014).

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?	☐	☐	☒	☐

Less than Significant Impact.

Construction

Construction-related activities that would generate GHG emissions include worker commute trips, haul trucks carrying supplies and materials to and from the Project Area, and off-road construction equipment (e.g., dozers, loaders, excavators). Table 4.8-1 illustrates the specific construction generated GHG emissions that would result from construction of the Project. Once construction is complete, the generation of these GHG emissions would cease.

Table 4.8-1. Construction-Related Greenhouse Gas Emissions

Emissions Source	CO_2e (Metric Tons/ Year)
Reservoir and Pipeline Installation	602
Booster Pump Station and Pipeline Installation	210
Total Construction Emissions	**812**
SCAQMD and Significance Threshold	*3,000*
Exceed SCAQMD Significance Threshold?	**No**

Source: CalEEMod version 2020.4.0, with inputted construction equipment data sourced from RCEM version 9.0.1. Refer to Appendix A for Model Data Outputs.
Notes: Emission calculations account for the removal and hauling of 760 tons of demolished asphalt necessary for pipeline installation.

As shown in Table 4.8-1, Project construction would result in the generation of approximately 812 metric tons of CO_2e over the course of construction. Once construction is complete, the generation of these GHG emissions would cease. Construction emissions would not exceed the numeric bright-line threshold of

3,000 metric tons of CO_2e annually. This impact is therefore less than significant and no mitigation is required.

Operational Significance Analysis

Operational emissions impacts are long-term impacts that are associated with any changes in the permanent use of the Project Area by onsite stationary and offsite mobile sources that substantially increase emissions. Once construction is complete and project operations commence, no regular additional daily vehicle trips or personnel would be added to operate or maintain the new facilities. No emergency backup generator would be required. Thus, the Proposed Project would not include the provision of new permanent stationary or mobile sources of GHG emissions, and therefore, Project operation would only generate negligible amounts of GHG emissions.

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?	☐	☐	☒	☐

Less than Significant Impact.

The City of Calimesa CAP includes measures and goals set forth in order to reduce GHG emissions and meet the City's 2020 and 2035 GHG reduction goals. The reduction targets for 2020 and 2035 are based on 15 percent and 49 percent decreases from the City's 2010 baseline emissions inventory, which was approximately 69,249 metric tons of CO_2e. The reduction measures are categorized by source category (transportation, energy efficiency, renewable energy, and solid waste). The majority of measures and action items contained in the CAP are city-led initiatives that focus on reducing GHG emissions associated with the sources summarized above. The CAP measures integrate statewide codes and regulations that apply to individual projects and are intended to both reduce GHG emissions from individual projects and contribute to a cumulative reduction in statewide emissions. Other measures and action items contained in the CAP focus on inhabitable buildings. There is only one CAP provision specific to individual infrastructure projects, such as that proposed by the Project. Specifically, CAP Action EE 1.1 requires continued implementation of the CALGreen standards for energy efficiency in new construction. Project construction activities would occur in compliance with CALGreen standards. The Proposed Project would not conflict with the City of Calimesa CAP.

Additionally, the State of California promulgates several mandates and goals to reduce statewide GHG emissions, including the goals to reduce statewide GHG emissions to 40 percent below 1990 levels by the year 2030 (Senate Bill [SB] 32) and 80 percent below 1990 levels by 2050 (EO S-03-05). The SCAQMD supports state policies to reduce levels of GHG emissions through its significance thresholds, and the Proposed Project would comply with the SCAQMD's numeric, bright-line GHG threshold of 3,000 metric tons of CO_2e per year during construction, which was developed in consideration of statewide GHG reduction goals. Furthermore, the Project would not include new permanent sources of GHG emissions

and would not generate new or unplanned permanent GHG emissions. Therefore, the Project would not interfere with the state's goals of reducing GHG emissions 40 percent below 1990 levels by 2030 and 80 percent below 1990 levels by 2050, as established in SB 32 and Executive Order S-03-05. Therefore, the Proposed Project would have a less than significant impact regarding conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases.

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 Environmental Setting

A material is considered hazardous if it appears on a list of hazardous materials prepared by a federal, state, or local agency, or if it has characteristics defined as hazardous by such an agency. A hazardous material is defined by the California Health and Safety Code, Section 25501 as follows:

> "Hazardous material" means any material that, because of its quantity, concentration, or physical or chemical characteristics, poses a significant present or potential hazard to human health and safety or to the environment if released into the workplace or the environment. "Hazardous materials" include, but are not limited to, hazardous substances, hazardous waste, and any material that a handler or the administering agency has a reasonable basis for believing that it would be injurious to the health and safety of persons or harmful to the environment if released into the workplace or the environment.

A hazardous material is defined in 22 CCR Section 662601.10 as follows:

> A substance or combination of substances which, because of its quantity, concentration, or physical, chemical or infectious characteristics, may either (1) cause, or significantly contribute to, an increase in mortality or an increase in serious irreversible, or incapacitating reversible, illness; or (2) pose a substantial present or potential hazard to human health or environment when improperly treated, stored, transported or disposed of or otherwise managed.

Transporters of hazardous waste in California are subject to several federal and state regulations. They must register with the California Department of Health Services (DHS) and ensure that vehicle and waste container operators have been trained in the proper handling of hazardous waste. Vehicles used for the transportation of hazardous waste must pass an annual inspection by the California Highway Patrol (CHP). Transporters must allow the CHP or DHS to inspect its vehicles and must make certain required inspection records available to both agencies. The transport of hazardous materials that are not wastes is regulated by the U.S. Department of Transportation (DOT) through national safety standards.

Other risks resulting from hazardous materials include the use of these materials in local industry, businesses, and agricultural production. The owner or operator of any business or entity that handles a hazardous material above threshold quantities is required by state and federal laws to submit a business

plan to the local Certified Unified Program Agency (CUPA). The San Bernardino County Fire Protection District (SBCoFD) is designated by the State Secretary for Environmental Protection as the CUPA for the County of San Bernardino in order to focus the management of specific environmental programs at the local government level. The CUPA program is designed to consolidate, coordinate, and uniformly and consistently administer permits and conduct inspection and enforcement activities throughout San Bernardino County. This approach strives to reduce overlapping and sometimes conflicting requirements of different governmental agencies independently managing these programs. As a CUPA, SBCoFD manages six hazardous material and hazardous waste programs. The CUPA is charged with the responsibility of conducting compliance inspections for over 7,000 regulated facilities in the County (SBCoFD 2022). The County will refer large cases of hazardous materials contamination or violations to the Santa Ana RWQCB (Region 8) and the California Department of Toxic Substances Control (DTSC). It is not uncommon for other agencies, such as federal and state Occupational Safety and Health Administrations, to become involved when issues of hazardous materials arise.

Under Government Code Section 65962.5, both the DTSC and the State Water Resources Control Board (SWRCB) are required to maintain lists of sites known to have hazardous substances present in the environment. Both agencies maintain up-to-date lists on their websites.

4.9.2 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?	☐	☐	☒	☐

Less than Significant Impact.

Some hazardous materials, such as diesel fuel, would be used in the Project Area during construction. The use of such materials for the construction of the Proposed Project would not create a significant hazard to the public as the release of any construction-related spills would be prevented through the implementation of BMPs listed in the Stormwater Pollution Prevention Plan (SWPPP). No hazardous materials would be transported, used, or disposed of during Project operation. Therefore, impacts would be less than significant and no mitigation is required.

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?	☐	☐	☒	☐

Less than Significant Impact.

As noted above, some hazardous materials, such as diesel fuel, would be used during construction. 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 construction-related spills would be prevented through the implementation of BMPs listed in the SWPPP. Impacts would be less than significant and no mitigation is required.

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?	☐	☐	☒	☐

Less Than Significant Impact.

Mesa View Middle School is located less than 200 feet north of the northern extent of the proposed pipeline. Therefore, the Project Area is within one-quarter mile of an existing school. As noted above, some hazardous materials, such as diesel fuel, would be used during construction. However, the Project is not of a size or scale that would involve large-scale handling or storage of hazardous materials or wastes. Project construction activities would comply with all regulations put forth by DOT, Caltrans, USEPA, DTSC, and the California State Fire Marshall. Additionally, visits to the Project Area for maintenance during project operation would be required infrequently and inconsistently. When these visits do occur, the equipment necessary will use substantially less fuel than that used during construction. Adherence to all applicable laws and regulations governing hazardous materials would ensure that potential impacts associated hazardous materials are 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 a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	☒

No Impact.

Government Code Section 65962.5 requires the DTSC, the State Department of Health Services, the SWRCB, and the California Integrated Waste Management Board to compile and annually update lists of hazardous waste sites and land designated as hazardous waste property throughout the State.

The California Environmental Protection Agency (CalEPA) Cortese List Data Resources records were reviewed to help determine whether hazardous materials have been handled, stored, or generated in the Project Area or the adjacent properties and businesses (CalEPA 2022). The list, although mostly covering the requirements of Section 65962.5, has always been incomplete because it does not indicate if a specific site was at one time included in the abandoned site program.

The list is a compilation of five separate websites that includes:

1. DTSC's EnviroStor – identifies waste or hazardous substances sites.
2. SWRCB's GeoTracker – identifies underground storage tanks for which an unauthorized release report was filed, cleanup sites, and all solid waste disposal facilities from which there is a mitigation of hazardous waste for which a regional board has notified DTSC.
3. A pdf of solid waste disposal sites identified by the SWRCB with waste constituents above hazardous waste levels outside the waste management unit.
4. A list of cease-and-desist orders (CDO) and clean up and abatement (CAO) orders.
5. A list of hazardous waste facilities subject to corrective action.

DTSC's EnviroStor indicated that that Project Area was not identified as a hazardous waste or substances site. Within one-mile of the Project Area, EnviroStor noted one School Investigation on Avenue L, however no potential contaminants of concern were found and no action is required as of May 2002 (DTSC 2022).

SWRCB's GeoTracker did not identify the Project Area as an underground storage tank for which an unauthorized release report was filed, a cleanup site, or a solid waste disposal facility from which there is a mitigation of hazardous waste for which a regional board has notified DTSC. The searches revealed leaking underground storage tank (LUST) Cleanup Sites within 1 mile of the Project Area, however the status for all sites is completed and all cases are closed (SWRCB 2022).

- Calimesa SOCO
  - Location: 33928 County Line Road, Yucaipa, CA 92399

- Site Type: LUST Cleanup Site
- Potential Contaminants of Concern: Gasoline, MTBE/TBA/Other Fuel Oxygenates
- Potential Media Affected: Soil
- Status: Completed – Case Closed as of 12/23/2009

- Fastrip Food Store
  - Location: 13710 Calimesa Boulevard, Yucaipa, CA 92320
  - Site Type: LUST Cleanup Site
  - Potential Contaminants of Concern: Gasoline
  - Potential Media Affected: Soil
  - Status: Completed – Case Closed as of 12/11/2001
- Unocal #5636
  - Location: 665 West County Line Road, Calimesa, CA 92320
  - Site Type: LUST Cleanup Site
  - Potential Contaminants of Concern: Gasoline
  - Potential Media Affected: Soil
  - Status: Completed – Case Closed as of 1/26/1995
- Calimesa Gas Station
  - Location: 905 Calimesa Boulevard, CA 92320
  - Site Type: LUST Cleanup Site
  - Potential Contaminants of Concern: Gasoline
  - Potential Media Affected: Soil
  - Status: Completed – Case Closed as of 11/09/2004

A list of solid waste disposal sites with waste constitutes above hazardous waste levels outside the waste management unit was also checked. No records in or near the Project Area were listed (CalEPA 2022).

The list of CDOs and CAOs does not include the Project Area location (CalEPA 2022).

The list of hazardous facilities subject to corrective action do not include the Project Area location (CalEPA 2022).

As the Project Area is not listed any of the websites that constitute the Cortese List, the Proposed Project would not create a significant hazard to the public or the environment. No impact would occur and no mitigation is required.

	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?	☐	☐	☐	☒

No Impact.

The Project Area is located approximately 6.5 miles southeast of Redlands Municipal Airport and is located outside of the designated safety zones and referral zones for the airport. The Proposed Project would involve construction of a booster station, a recycled water reservoir, and a pipeline alignment and would not include the construction of habitable structures. 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?	☐	☒	☐	☐

Less than Significant with Mitigation Incorporated.

The established evacuation routes for the City of Calimesa include Interstate 10 (I-10) and California Street for north-south movement of traffic, and West County Line Road for east-west movement of traffic. Additional streets that can augment the evacuation routes include Calimesa Boulevard, 3rd Street, and 5th Street for north-south traffic flow, as well as Avenue L and Singleton Road for east-west traffic movement. The identified roads maintain widths from 66 feet for collectors to 100 feet for major arterials with Interstate 10 as a six-lane freeway (City of Calimesa 2014).

Implementation of the Proposed Project would require construction to occur within the public ROW of West County Line and Singleton Road, roads identified as an evacuation route. Construction activities may temporarily restrict vehicular traffic; therefore, Mitigation Measure HAZ-1 which requires a Traffic Control Plan, is required to reduce impacts to a less than significant level. Implementation of Mitigation Measure HAZ-1 would ensure proper access to residences and businesses in the area by emergency vehicles during construction, ensure residences and businesses in the area have proper access to evacuation routes during construction, and maintain traffic flow. Upon construction completion, streets affected by construction would be returned to pre-disturbance conditions. Impacts to an adopted emergency response plan or emergency evacuation route 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?	☐	☐	☒	☐

Less than Significant Impact.

The City, which is considered a local responsibility area, is mapped as having no to very high wildland fire risk. Portions of the City including areas east of I-10 and along the northeastern and northwestern boundaries are in a very high fire hazard severity zone (VHFHSZ) which is the highest wildfire risk classification designated by the California Department of Forestry and Fire Protection (CAL FIRE) (CAL FIRE 2022; City of Calimesa 2014). Portions of the Project Area near the reservoir site are mapped as VHFHSZ in the local responsibility area and the rest of the Project Area is not within a fire hazard severity zone.

The Proposed Project would involve construction of a booster station, a reservoir, and pipeline alignments that cross the existing public ROW and would not include the construction of habitable structures. The reservoir and booster station would not expose people to significant risk of loss, injury, or death due to wildland fires. Impacts would be less than significant.

4.9.3 Mitigation Measures

HAZ-1: Prior to construction, the Yucaipa Valley Water District (or its contractor) shall prepare a Traffic Control Plan to ensure the following during the construction phase of the Proposed Project: emergency vehicle access to residences and businesses in the area, maintenance of traffic flow, and maintenance of access to evacuation routes.

4.10 Hydrology and Water Quality

4.10.1 Environmental Setting

4.10.1.1 Regional Hydrology

The City of Calimesa is located in the Upper Santa Ana River (SAR) Watershed within the South Coast Hydrologic Region. YVWD collaborated with other local agencies to create the 2020 Upper Santa Ana River Watershed Integrated Regional Urban Water Management Plan (IRUWMP) to ensure water resources meet the changing water needs of the community. The SAR watershed is the largest stream system in Southern California and nearly all of the surface flow generated in the headwaters of the San Bernardino Mountains flows through the IRUWMP. The SAR watershed covers over 2,650 square miles. The Upper SAR watershed covers 852 square miles, approximately 32 percent of the total SAR watershed, and is primarily located in San Bernardino and Riverside Counties (Basin Technical Advisory Committee [BTAC] 2020) .

Nearly all of the region's groundwater is produced from seven distinct groundwater basins. Five basins provide the majority of the groundwater supply: San Bernardino Basin, Rialto-Colton, Riverside-Arlington, Yucaipa, and San Timoteo. Calimesa is served by groundwater from the Yucaipa Subbasin. Because of the several faults in the Yucaipa Basin it is further subdivided into several subbasins including the Calimesa, Crafton, Gateway, Live Oak, Oak Glen, Singleton, Triple Falls Creek, Western Heights, and Wilson Subbasins. The Yucaipa Subbasin is bounded to the north and northeast by the San Andreas Fault Zone and the San Bernardino Mountains, to the east by the Yucaipa Hills, to the south by San Timoteo Wash and the San Timoteo Badlands, and to the west by the Crafton Hills and the San Bernardino Basin Area. (BTAC 2020).

Groundwater in the Yucaipa Subbasin is managed by YVWD. The YVWD also gets a portion of its water supply from the San Timoteo and Beaumont Subbasins; therefore, the YVWD actively monitors groundwater in the subbasins and participates with other agencies in monitoring and protect the subbasins to ensure groundwater sustainability (BTAC 2020).

4.10.2 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 groundwater quality?	☐	☐	☒	☐

Less than Significant Impact.

The Water Quality Control Plan for the Santa Ana River Basin (Basin Plan) adopted by the Santa Ana RWQCB establishes water quality standards for the ground and surface waters of the region. The RWQCB is responsible for issuing 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.

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?	☐	☐	☐	☒

No Impact.

YVWD collaborated with other local agencies to create the 2020 Upper Santa Ana River Watershed Integrated Regional Urban Water Management Plan (IRUWMP) to ensure water resources meet the changing water needs of the community. The IRUWMP estimates water supply and demand for YVWD and addresses available water supplies. Water supplies available are sufficient to meet all existing customer demand and anticipated future customer demands. In addition to groundwater resources, YVWD also relies on imported water resources, local surface water resources, and recycled water to meet annual water demands. YVWD produced enough recycled water to meet 16.5 percent of their total water demand in 2020, thus decreasing potable water use (BTAC 2020).

The Proposed Project would construct a booster station, a recycled water reservoir, and approximately 0.35 mile to connect the new booster and water reservoir to approved and existing recycled water systems. After construction, above ground components of the Project (the booster and reservoir) would increase impervious surfaces. However, there would be no substantial interference with groundwater recharge and the Project would not impact groundwater supplies during either Project construction or Project operation. No impact would occur.

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 onsite or offsite;	☐	☐	☒	☐
ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding onsite 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?	☐	☐	☒	☐

Less than Significant Impact.

Construction of the Proposed Project's booster station, recycled water reservoir, and 0.35 mile of pipeline would require ground-disturbing activities, including excavation, trenching, and paving. These activities have the potential to result in erosion or siltation onsite or offsite. 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 pipeline construction in the ROW has completed, Glen Oak Road would be paved and returned to pre-project condition. After construction, above ground components of the Project (the booster and reservoir) would increase impervious surfaces. However, this minor increase is not expected to cause flooding or impede or redirect flood flows. 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) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to Project inundation?	☐	☐	☒	☐

Less than Significant Impact.

In Calimesa, flood hazards are primarily limited to the areas along the various creeks in the Planning Area. Potential flood hazards are known to affect County Line Road, Calimesa Boulevard, and Park Avenue. Occasional flooding is also known to occur near Calimesa Creek. The Project Area is not located within a 100 Year or 500 Year Flood Zone (City of Calimesa 2014).

Federal Emergency Management Agency (FEMA)'s Flood Insurance Rate Maps (FIRM) The Project Area is in Zone X, an Area with Minimal Flood Hazard (FEMA 2022). Additionally, the Project Area is located approximately 51 miles northeast of the Pacific Ocean; therefore, tsunamis are not a risk for the Project Area. Seiches are waves that oscillate in enclosed water bodies, such as reservoirs, lakes, and ponds, or semi-enclosed bodies of water. Seiches may be triggered by moderate or large submarine earthquakes or sometimes by large onshore earthquakes. Inundation from a seiche can occur if the wave overflows a containment of an artificial body of water. The Project Area is also not located near any dams, reservoirs, or lakes that could produces seiches (City of Calimesa 2014).

The Project would not risk a release of pollutants due to Project inundation in a flood hazard area. The Project is not in an area with risk of tsunami or in a seiche zone. 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) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☐	☒

No Impact.

The 2020 Upper Santa Ana River Watershed IRUWMP ensures water resources meet the changing water needs of the community by focusing on local issues specific to the upper watershed and assessing water management opportunities. The IRUWMP estimates water supply and demand for YVWD and addresses available water supplies. Water supplies available are sufficient to meet all existing customer demand and anticipated future customer demands (BTAC 2020).

The Yucaipa Groundwater Sustainability Agency (GSA), acting as the GSA for the Yucaipa Subbasin (Plan Area, Subbasin), developed this Groundwater Sustainability Plan (GSP) in compliance with the 2014 Sustainable Groundwater Management Act and the California Department of Water Resources (DWR) GSP Regulations. DWR designated the Yucaipa Subbasin a high priority basin based primarily on its reliance on groundwater for water supply. However, this Subbasin is not in a state of critical overdraft. The requirement of the GSP is to maintain or achieve sustainable groundwater management in the Yucaipa Subbasin by 2042 (Dudek 2022).

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. Additionally, the Proposed Project would extend the Zone 11 system to make recycled water service available for current and future customers and developments in the area, including the approved Mesa Verde Estates Specific Plan and Summerwind Ranch at Oak Valley Specific Plan. No conflict with a water quality control plan or sustainable groundwater management plan would occur. The Project would have no impact in this regard.

4.10.3 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 City of Calimesa planning area encompasses approximately 9,500 acres. A majority of City land is either vacant (74.1 percent), single-family residential (12.7 percent), roads (5.3 percent), or commercial (4.6 percent). (City of Calimesa 2014).

The City has adopted three specific plans: Summerwind Ranch, Mesa Verde Estates, and Heritage Oaks Equestrian Community. The Proposed Project would extend the Zone 11 system to make recycled water service available for current and future customers and developments in the area, including the approved Mesa Verde Estates Specific Plan and Summerwind Ranch at Oak Valley Specific Plan.

The Project Area is surrounded by commercial businesses, single-family homes, and open space. The new booster station is located adjacent to existing boosters at YVWD's WRWRF; its zoning designation is Rural Residential (R-R). The new recycled water reservoir would be located on undeveloped YVWD-owned property northeast of the intersection of Condit Avenue and Sharon Way with a zoning designation of Residential Low (R-L).

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?	☐	☐	☐	☒

No Impact.

The Proposed Project includes the construction of a 5.5-million-gallon recycled water reservoir, a booster station, and approximately 0.35 mile of 24-inch recycled water pipeline. The booster station would be located adjacent to existing booster stations at YVWD's WRWRF in the City of Calimesa. The proposed water reservoir would be located on undeveloped YVWD-owned property northeast of the intersection of Condit Avenue and Sharon Way. The pipeline within the ROW would be returned to its existing condition upon completion of Project. Due to the nature and location of the Proposed Project in relation to existing residences, 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?	☐	☐	☐	☒

No Impact.

The City's General Plan provides the basis for land use designations in the City and the City's Development Code is the primary tool for implementing the General Plan. The Development Code provides development standards, identifies allowed uses, and specifies other regulations such as design and neighborhood compatibility standards, building heights, and grading.

The Project Area is located in Rural Residential (R-R) and Residential Low (R-L) zones (City of Calimesa 2014). According to the City's Municipal Code 18.20.030, public utilities and public service substations, reservoirs, pumping plants and similar installations, not including public utility offices are allowed in R-R and R-L zones with a conditional use permit. YVWD, as a special district, is not required to obtain City building and zoning permits as they have authority to self-regulate their own projects. Therefore, the Proposed Project would not conflict with any applicable land use plans or policies; and no impact would occur.

4.11.3 Mitigation Measures

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

4.12 Mineral Resources

4.12.1 Environmental Setting

Minerals are defined as any naturally occurring chemical elements or compounds formed by inorganic processes and organic substances. Minable minerals are defined as a deposit of ore or minerals having a value materially in excess of the cost of developing, mining, and processing the mineral and reclaiming the project area. The conservation, extraction, and processing of mineral resources is essential to meeting the needs of society.

The Surface Mining and Reclamation Act of 1975 (SMARA) states that cities and counties shall adopt ordinances "...that establish procedures for the review and approval of reclamation plans and financial assurances and the issuance of a permit to conduct surface mining operations..." (PRC Section 2774). The intent of this legislation is to ensure the prevention or mitigation of the adverse environmental impacts of mining, the reclamation of mined lands, and the production and conservation of mineral resources are consistent with recreation, watershed, wildlife, and public safety objectives (PRC Section 2712).

SMARA requires the State Geologist to classify land into Mineral Resource Zones (MRZs) according to the known or inferred mineral potential of that land. The process is based solely on geology, without regard to existing land use or land ownership. The primary goal of mineral land classification is to ensure that the mineral potential of land is recognized by local government decision makers and considered before land use decisions, which could preclude mining, are made. Areas subject to California mineral land classification studies are divided into the following MRZ categories that reflect varying degrees of mineral potential:

MRZ-1: Areas of no mineral resource significance

MRZ-2: Areas of identified mineral resource significance

MRZ-3: Areas of undetermined mineral resource significance

MRZ-4: Areas of unknown mineral resource significance

The City of Calimesa is not known to contain any mineral resources according to the California Geological Survey (CGS). According to the CGS mineral resources map, "Updated Mineral Land Classification Map for Portland Cement Concrete-Grade Aggregate in the San Bernardino Production-Consumption (P-C) Region, San Bernardino and Riverside Counties, California", the City of Calimesa does not have active aggregate operations nor land designated for PCC-grade aggregate within its jurisdiction. The City of Calimesa and the Project Area are within an urban area and are not within a MRZ (CGS 2008).

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?	☐	☐	☐	☒

No Impact.

According to CGS, the City of Calimesa and the Project Area are within urban land are not within an MRZ. The City of Calimesa does not have active aggregate operations nor land designated for PCC-grade aggregate within its jurisdiction (CGS 2008). 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 Impact.

The City's General Plan and General Plan EIR do not address locally-important mineral resources or mineral resource recovery sites. The City of Calimesa and the Project Area are within urban land are not within an MRZ. The City of Calimesa does not have active aggregate operations nor land designated for PCC-grade aggregate within its jurisdiction (CGS 2008). No impact would occur.

4.12.3 Mitigation Measures

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

4.13 Noise

This section documents the results of a Noise Impact Assessment, prepared by ECORP in November 2022 (ECORP 2022d; Appendix D). The analysis provides a comparison of predicted Proposed Project noise levels to noise standards promulgated by the City of Calimesa General Plan Noise Element and the City of Calimesa Municipal Code. The purpose of this section is to estimate Project-generated noise levels and determine the level of impact the Proposed Project would have on the environment. This section describes the existing environmental and regulatory conditions specific to noise and addresses the potential impact of the Proposed Project.

4.13.1 Environmental Setting

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 Leq 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 Leq 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 A-weighted decibel (dBA) 24-hour Leq would result in a measurement of 66.4 dBA Ldn.
- Community Noise Equivalent Level (CNEL) is a 24-hour average Leq 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 (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 (Harris Miller Miller & Hanson Inc. [HMMH] 2006).

4.13.1.1 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.

4.13.1.2 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. The nearest existing noise sensitive receptors

to the B-10.3 Recycled Water Booster Project component and associated pipeline are residences located approximately 327 feet (100 meters) distant. The nearest sensitive receptors to the R-11.4 Water Reservoir Project component and associated pipeline are residences located approximately 62 feet (19 meters) distant.

4.13.1.3 Vibration Fundamentals

Ground vibration can be measured several ways to quantify the amplitude of vibration produced, including through peak particle velocity (PPV) 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.

4.13.1.4 Existing Ambient Noise Environment

The most common and significant source of noise in the City of Calimesa is mobile noise generated by transportation-related sources. Motor vehicle noise is characterized by the number of vehicles generating engine and tire noise on local roads and freeways, which often creates a higher sustained noise level in proximity to areas sensitive to noise exposure. Transit associated with bus service in the City is a small part of the transportation noise environment. Railway noise affects a small portion of Calimesa near the rail lines in San Timoteo Canyon. Other sources of noise are the various land uses (i.e., industrial facilities, agricultural uses, residential and commercial) that generate stationary-source noise.

4.13.1.5 Existing Ambient Noise Measurements

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 Category 5 or 6.

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}

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

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 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 streets, and intersections, with little traffic, compose this category.	6,384	57 dBA	55 dBA	49 dBA
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: 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?	☐	☒	☐	☐

Less than Significant with Mitigation Incorporated.

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 equipment for onsite construction activities as well as construction vehicle traffic on area roadways. Construction noise typically occurs intermittently and varies depending on the nature or phase of construction (e.g., land clearing, grading, excavation, building construction, paving). Noise generated by construction equipment, including earth movers, 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). During construction, exterior noise levels could negatively affect sensitive land uses in the vicinity of the construction site.

The nearest existing noise sensitive receptors to the B-10.3 Recycled Water Booster Project component and associated pipeline are residences located approximately 327 feet (100 meters) distant. The nearest sensitive receptors to the R-11.4 Water Reservoir Project component and associated pipeline are residences located approximately 62 feet (19 meters) distant. Chapter 8.15.080 of the City of Calimesa's Municipal Code states: "Construction equipment can operate Monday through Friday from 7:00 a.m. to 7:00 p.m., Saturday and Sundays from 10:00 a.m. to 5:00 p.m. and holidays, as set forth in section 8.15.080(A). The Project would be required to comply with this Municipal Code requirement.

Onsite Construction Noise

To estimate the worst-case onsite construction noise levels that may occur at the nearest noise-sensitive receptor in the Project vicinity in order to evaluate the potential health-related effects (physical damage to the ear) from construction noise, the construction equipment noise levels were calculated using the Roadway Noise Construction Model and compared against the thresholds for construction noise are addressed in the City's Municipal Code. As stated in Chapter 8.15.080 of the City of Calimesa's Municipal Code, no 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 dB 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.

The anticipated short-term construction noise levels generated for both the B-10.3 Recycled Water Booster component and associated pipeline with the nearest sensitive receptors 327 feet distant and the R-11.4 Water Reservoir component and associated pipeline with the nearest sensitive receptors 62 feet distant were calculated using the Roadway Noise Construction Model. Construction at both of the Project Areas would include excavation, site preparation, grading, building construction, pipeline installation, and paving. It is acknowledged that the majority of construction equipment is not situated at any one location during construction activities, but rather spread throughout the construction site and at various distances from sensitive receptors. The anticipated short-term construction noise levels generated for the necessary equipment is presented in Table 4.13-2.

Table 4.13-2. Construction Average (dBA) Noise Levels at Nearest Receptor - Project Area

Equipment	Estimated Exterior Construction Noise Level at Nearest Residences	Construction Noise Standards (dBA L_{eq})	Exceeds Standards?
B-10.3 Recycled Water Booster & Pipeline			
Excavation			
Combined Excavation Equipment	**65.4**	*75*	**No**
Site Preparation			
Combined Site Preparation Equipment	**69.4**	*75*	**No**
Grading			
Combined Grading Equipment	**73.0**	*75*	**No**
Facility Implementation			
Combined Facility Implementation Equipment	**73.4**	*75*	**No**
Paving			
Combined Pipeline Installation Equipment	**71.4**	*75*	**No**
R-11.4 Water Reservoir & Pipeline			
Excavation			
Combined Excavation Equipment	**79.8**	*75*	**Yes**
Site Preparation			
Combined Site Preparation Equipment	**88.2**	*75*	**Yes**
Grading			
Combined Grading Equipment	**88.2**	*75*	**Yes**
Facility Implementation			

Table 4.13-2. Construction Average (dBA) Noise Levels at Nearest Receptor - Project Area			
Equipment	**Estimated Exterior Construction Noise Level at Nearest Residences**	**Construction Noise Standards (dBA L_{eq})**	**Exceeds Standards?**
Combined Implementation Equipment	**89.2**	*75*	**Yes**
Paving			
Combined Paving Equipment	**87.1**	*75*	**Yes**

Source: Construction noise levels were calculated by ECORP Consulting using the FHWA Roadway Noise Construction Model (FHWA 2006). Refer to Appendix D for Model Data Outputs.

Notes: Construction equipment used during construction derived from the RCEM and CalEEMod Model. These models are 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 4.13-2, the threshold of 75 dBA L_{eq} would be exceeded at the nearest sensitive receptors to the R-11.4 Water Reservoir and associated pipeline component construction site. It is noted that construction noise was modeled on a worst-case basis. It is very unlikely that all pieces of construction equipment would be operating at the same time for the various phases of Project construction as well as at the point closest to residences. Implementation of Mitigation Measure NOI-1 would reduce construction noise associated with pipeline installation below the National Institute for Occupational Safety and Health threshold of 85 dBA L_{eq}. Mitigation is required to reduce construction noise to levels below this threshold.

Temporary noise barriers or enclosures can provide a sound reduction of 35 dBA or greater (Western Electro-Acoustic Laboratory, Inc. [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, construction noise mitigation would only be necessary at the R-11.4 Water Reservoir and associated pipeline construction site since that is the component of the Project that is predicted to exceed City noise standards during construction.

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. Therefore, Project construction activities would not expose persons to and generate noise levels in excess of the City's threshold, and therefore would not result in noise-related health effects. Thus, a less than significant impact would occur with implementation of Mitigation Measure NOI-1.

Offsite Construction Worker Traffic Noise

Project construction would result in minimal additional traffic on adjacent roadways over the time period that construction occurs. According to the Roadway Construction Emissions Model and California Emissions Estimator Model, which were used to predict the number of construction-related automobile trips, the maximum number of construction-related trips traveling to and from the B-10.3 Recycled Water Booster component at 880 West County Line Road during a single construction phase would not be expected to exceed 105 daily trips in total (76 construction worker trips and 29 haul truck trips). The maximum number of construction-related trips traveling to and from the R-11.4 Water Reservoir component at the northeast of the intersection of Condit Avenue and Sharon Way would not be expected to exceed 216 daily trips in total (170 construction worker trips and 46 haul truck trips). The worker trips would largely occur within two distinct segments of the day, the morning and afternoon, while the haul trips would occur intermittently throughout the workday.

According to the Caltrans *Technical Noise Supplement to the Traffic Noise Analysis Protocol*, 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) (Caltrans 2013). The majority of this construction-related traffic trips would access the B-10.3 Recycled Water Booster Project Area via West County Line Road and the R-11.4 Water Reservoir from Singleton Road. According to the City of Calimesa General Plan, both West County Line Road and Singleton Road are classified as a Secondary Arterial roadways. Arterials are major through roads that are expected to carry large volumes of traffic. Arterials are often divided into primary and secondary arterials. The Calimesa General Plan defines Secondary Arterials as:

> roadways that provide a 72-foot curb-to-curb within an 88-foot-right-of-way. This is 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. Secondary Arterials would function in a similar manner to Major Arterials except that Secondary Arterials carry less total traffic, less non-local through traffic, and a relatively greater proportion of local traffic. Secondary Arterials are typically spaced at half-mile intervals between Major Arterials, or where appropriate, depending on geographic and land use conditions.

The addition of 105 daily trips on the Secondary Arterial, West County Line Road and 216 daily trips on the Secondary Arterial, Singleton Road would not result in a doubling of traffic on any of these facilities as they are major through roads that carry large volumes of traffic. Therefore, Project construction's contribution to existing traffic noise would not be perceptible. Additionally, it is noted that construction is temporary, and the trips generated from construction would cease upon completion of the Project.

Operational Offsite Traffic Noise

Project operations would result in minimal additional traffic on adjacent roadways. The only visitors to the site would be repair or maintenance workers, whose presence at the site would be required infrequently and inconsistently. According to the Caltrans *Technical Noise Supplement to the Traffic Noise Analysis Protocol*, 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) (Caltrans 2013). Proposed Project operations would not result in a doubling of traffic on vicinity roadways, and therefore its contribution to existing traffic noise would not be perceptible.

Operational Onsite Stationary Noise

Operational noise sources associated with the Project would largely come from the operation of the new booster pumps at the B-10.3 Recycled Water Booster component at 880 West County Line Road. While the operation of the new booster pumps would result in an increase in noise, the new booster pumps would be located on a property with existing booster pumps already operating. Therefore, the Project noise source would emit a sound power with the same amplitude and frequency as already emitted at the B-10.3 Recycled Water Booster site.

According to the Caltrans *Technical Noise Supplement to the Traffic Noise Analysis Protocol*, the addition of a new noise source to other existing noise sources emitting the same level of sound would result in the increase of ambient noise of 3 dBA, at the source (Caltrans 2013). As previously described, a 3-dBA change is considered a just-perceivable difference outside of the laboratory. It is further noted that the nearest sensitive receptors to the new boosters would be located more than 530 feet distant. Therefore, the proposed new boosters at the B-10.3 Recycled Water Booster component at 880 West County Line Road would result in a negligible increase in noise levels beyond what is already being experienced.

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

Less than significant.

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 in the Project Area 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 Area and would not be concentrated at the point closest to sensitive receptors. Groundborne vibration levels associated with construction equipment at 25 feet distant are summarized in Table 4.13-3.

Table 4.13-3. Representative Vibration Source Levels for Construction Equipment	
Equipment Type	**PPV 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: FTA 2018; Caltrans 2020

The City does not have a numeric threshold associated with construction vibrations. However, a discussion of construction vibration is included for full disclosure purposes. For comparison purposes, Caltrans recommended standard of 0.3 inches per second PPV with respect to the prevention of structural damage for older residential buildings is used as a threshold (Caltrans 2020). This is also the level at which vibrations may begin to annoy people in buildings. Consistent with FTA recommendations for calculating vibration generated from construction equipment, construction vibration was measured from the center of the Project Area (FTA 2018). The nearest structure of concern to either of the two Project construction sites are residences 68 feet south of Condit Avenue. These structures could be potentially impacted by construction occurring at the R-11.4 Water Reservoir and associated pipeline site.

Based on the representative vibration levels presented for various construction equipment types in Table 4.13-4 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 4.13-4 presents the expected Project related vibration levels at a distance of 68 feet.

Table 4.13-4 Onsite Construction Vibration Levels at 68 Feet							
Receiver PPV Levels (in/sec)[1]					**Peak Vibration**	**Threshold**	**Exceed Threshold**
Large Bulldozer, Caisson Drilling, & Hoe Ram	**Loaded Trucks**	**Jackhammer**	**Small Bulldozer**	**Vibratory Roller**			
0.02	0.02	0.01	0.00	0.05	**0.05**	0.3	**No**

Table 4.13-4 Onsite Construction Vibration Levels at 68 Feet							
Receiver PPV Levels (in/sec)[1]					Peak Vibration	Threshold	Exceed Threshold
Large Bulldozer, Caisson Drilling, & Hoe Ram	Loaded Trucks	Jackhammer	Small Bulldozer	Vibratory Roller			

Notes: [1]Based on the Vibration Source Levels of Construction Equipment (FTA 2018). Distance to the nearest structure of concern is approximately 68 feet.

As shown in Table 4.13-4, vibration as a result of onsite construction activities in the Project Area would not exceed 0.3 PPV at the nearest structures. Thus, onsite Project construction would not exceed the threshold, resulting in a less than significant impact.

Project operations would result in minimal additional traffic on adjacent roadways. The only visitors to the site would be repair or maintenance workers, whose presence at the site would be required infrequently and inconsistently. The maintenance associated with the Project would not result in measurable amounts of vibration. Therefore, the Project would result in negligible groundborne vibration impacts during operations. 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) 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?	☐	☐	☐	☒

No Impact.

The Project Area is located approximately ten miles southwest of the Redlands Municipal Airport. According to Figure 3B, *Aircraft Noise Concerns*, of the Redlands Municipal Airport Land Use Compatibility Plan, the Project Area is located outside of noise contours (City of Redlands 2003). Thus, the Proposed Project would not expose people working in the Project Area to excessive noise levels.

4.13.3 Mitigation Measures

NOI-1: The following measures shall be applied to Project construction of the R-11.4 Water Reservoir and associated pipeline:

1. All construction equipment, fixed or mobile, will be equipped with properly operating and maintained mufflers, consistent with manufacturer standards.

2. All stationary construction equipment will be placed so that emitted noise is directed away from the noise sensitive receptors nearest the Project Area.
3. As applicable, shut off all equipment when not in use.
4. Equipment staging shall be located in areas that create the greatest distance between construction-related noise/vibration sources and sensitive receptors surrounding the Project Area.
5. All other portable stationary noise sources (e.g., jackhammers, pneumatic equipment, excavators, drill rigs) will be screened from sensitive receptors in a manner that breaks the line of sight between the construction equipment and these residences. Temporary noise barriers/enclosures shall have a sound transmission class 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. 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 the construction site and the residences south of Condit Avenue, must be free of degrading holes or gaps and must not be flanked by nearby reflective surfaces. All noise control barrier walls/enclosures shall be designed to preclude structural failure due to such factors as winds, shear, shallow soil failure, earthquakes, and erosion.
6. No amplified music and/or voice will be allowed on the construction site.

4.14 Population and Housing

4.14.1 Environmental Setting

The City of Calimesa developed primarily as a low-density residential community 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. Although Calimesa has a variety of topography, the majority of urban development has occurred on land with slopes of less than 15 percent (City of Calimesa 2014).

Population at the time of incorporation according to the 1990 census was 6,659 (City of Calimesa 2014). According to the U.S. Census, the City's population in 2021 was 10,893. The City is home to 3,261 households and 2.79 persons per household (U.S. Census 2021).

4.14.2 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)?	☐	☐	☐	☒

No Impact.

The Project does not propose to construct new housing or businesses and, therefore, is not anticipated to directly or indirectly induce population growth in the area. The Project would extend water infrastructure; however, the new infrastructure would accommodate current and planned development and would not directly or indirectly induce population growth that has not already been planned for. Construction and operation of the Proposed Project it is not anticipated to generate a substantial increase in employment opportunities capable of inducing population growth. As a result, 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?	☐	☐	☐	☒

No Impact.

No one lives in the Project Area and there is no existing housing. Therefore, the Project would not displace substantial number of people or existing housing. No impact would occur.

4.14.3 Mitigation Measures

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

4.15 Public Services

4.15.1 Environmental Setting

4.15.1.1 Police Services

The Calimesa Police Department 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 such as number of patrol hours or number of officers. The County Sheriff's station that provides services to the Calimesa area is located at 50290 Main Street in Cabazon, an unincorporated

community in Riverside County (City of Calimesa 2014, 2022a). The Sheriff's station is approximately 15.4 miles southeast of the Project Area.

4.15.1.2 Fire Services

From the City's incorporation in 1990 through 2017, the City contracted with CAL FIRE through the County of Riverside for fire services. As of January 2018, the Calimesa Fire Department (CFD) provides fire protection, prevention, and emergency medical services to the community. CFD provides Basic Life Support services and AMR, the regional ambulance service, also responds to medical aid calls and provides a paramedic and Emergency Medical Technician (EMT). CFD currently employs 24 personnel, including a Fire Chief, Deputy Fire Chief, 3 captains, 9 firefighter/EMTs, 7 intern/reserve firefighter/EMTs, 2 fire prevention inspectors, and 1 administrative support staff. CFD runs a two-engine company staffed with six persons at all times (City of Calimesa 2022b). The fire station is located at 908 Park Avenue, approximately 0.8 mile northeast of the Project Area.

4.15.1.3 Schools

The City of Calimesa is served by two school districts, the Yucaipa-Calimesa Joint Unified School District and the Beaumont Unified School District. Yucaipa-Calimesa Joint Unified School District serves the western portion of the City of Calimesa (including the Mesa Verde Specific Plan area) and Beaumont Unified School District serves the eastern portion of the City (including the Summerwind Specific Plan area) (City of Calimesa 2014).

The City's only operating elementary and high school is the private K-12 Mesa Grande Academy, which is owned by the Seventh-day Adventist Church. Mesa View Middle School is the only public school in the City. Calimesa Elementary School is located in the City of Yucaipa and high school students from Calimesa attend either Yucaipa High School or Beaumont High School (City of Calimesa 2014).

Mesa View Middle School is located less than 200 feet north of the northern extent of the proposed pipeline. Monty's Montessori Academy is located approximately 0.3 mile east of the proposed pipeline near Woodhouse Road.

4.15.1.4 Other Public Facilities

The library in the City of Calimesa is operated by Library Systems and Services under contract with the Riverside County Library System (City of Calimesa 2014). Calimesa Library, located at 974 Calimesa Boulevard, is approximately 0.63 mile northeast of the Project Area. Also available to Calimesa residents are library branches run by the San Bernardino Public Library and Beaumont Library District.

4.15.2 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 reservoir, booster station, and water pipeline installation. 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.

4.15.3 Mitigation Measures

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

4.16 Recreation

4.16.1 Environmental Setting

The City of Calimesa's park and recreation programs are supported by the Parks, Trails, & Community Services Commission. City-owned recreation facilities include Norton Younglove Multipurpose Senior Center, Creekside Park, and 4th Street Park. Privately-owned recreation facilities in the City include the Calimesa Golf and Country Club, a 108-acre semi-private facility on 3rd Street. The Calimesa Multi-Use Trail System provides historic trails throughout the City and provides connectivity between neighborhoods, open space and park areas, and regional trails beyond city limits. Open Spaces in the City include the Southern California Edison easement, the Calimesa Channel and Calimesa Creek, Calimesa Golf and Country Club, and other unimproved stream courses (City of Calimesa 2014).

Local, regional, and state parks in San Bernardino and Riverside counties that are close to the City of Calimesa include I Street Park, Yucaipa Wildwood Park, and Yucaipa Regional Park and Yucaipa Community Park in the City of Yucaipa; Wildwood Canyon State Park in the City of Wildwood; Bogart Park and Noble Creek Park in the City of Cherry Valley; and the San Bernardino National Forest (City of Calimesa 2014).

4.16.2 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 Impact.

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 water infrastructure 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?	☐	☐	☐	☒

No Impact.

The Proposed Project would install water infrastructure 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.

4.16.3 Mitigation Measures

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

4.17 Transportation

4.17.1 Environmental Setting

The City of Calimesa's circulation system includes the roadway network, transit facilities and services, bicycle, equestrian, pedestrian facilities, and truck routes. The City is largely undeveloped within its incorporated boundaries and sphere of influence, so most of the City's roadways are found in the older, more urban, central area (City of Calimesa 2014).

4.17.1.1 Transit Facilities

The City of Beaumont operates two regional express routes, including Commuter Link 120 and 125, which connect the City of Beaumont to the City of San Bernardino and City of Loma Linda, respectively. These routes include a stop in the Calimesa (Beaumont Transit 2021). OmniTrans, the regional transportation agency serving San Bernardino Valley, operates Route 319 which services the cities of Yucaipa and Calimesa. The South Loop of Route 319 runs from the Yucaipa Transit Center in the City of Yucaipa to 3rd Street and West County Line Road in the City of Calimesa (OmniTrans 2022a). OmniAccess Service is an Americans with Disabilities Act (ADA) mandated curb-to-curb shared ride service. OmniAccess complements the OmniTrans fixed-route bus system and its service area is up to 0.75 mile on either side of an existing bus route (OmniTrans 2022b).

4.17.1.2 Roadway Facilities

Most of the existing roadways are found in the central city area. The roadway system generally consists of local roads, residential and major collectors, and secondary arterials. I-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 (City of Calimesa 2014).

4.17.1.3 Bicycle Facilities

The City has bicycle lanes painted adjacent to existing roadways; however, none are dedicated facilities for bicycles only. The City does maintain a series of multi-use trails which accommodate bicycles as well as pedestrians (City of Calimesa 2014).

4.17.1.4 Pedestrian Facilities

The City maintains a connecting walking trail system, multipurpose trails, and equestrian trials. These multi-use trails accommodate walking, biking, and equestrian use (City of Calimesa 2014).

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?	☐	☐	☐	☒

No Impact.

The Proposed Project would generate short-term construction-related vehicle trips. However, traffic generated during construction of the Proposed Project would be temporary and would not conflict with the City's General Plan Transportation and Mobility Section or impede the implementation of City programs supporting walking, bicycling, and use of public transportation. No impacts would occur during Project construction.

Maintenance activities would generate occasional vehicle trips. The proposed pipelines connecting to the B-10.3 Recycled Water Booster will run across West County Line Road and the pipelines connecting to the R-11.4 Water Reservoir will run along run along Condit Avenue and Sharon Way before connecting to existing pipelines within Singleton Road. Once pipeline construction in the ROW has completed, all affected roads would be returned to pre-project condition. The operation of the Proposed Project would not conflict with any roadway plans or City programs supporting walking, bicycling, and use of public transportation. No impacts would occur during Project operation.

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)?	☐	☐	☒	☐

Less than Significant Impact.

CEQA Guidelines Section 15064.3 subdivision (b) addresses the criteria for analyzing transportation impacts and establishes the vehicle miles traveled (VMT) metric as the most appropriate measure of transportation impacts in a CEQA document. 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 Project construction 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.

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)?	☐	☐	☐	☒

No Impact.

The Proposed Project would install a booster station, a water reservoir, and pipelines to connect them to planned recycled water infrastructure. Once construction ends all affected roads would be returned to 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. 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?	☐	☒	☐	☐

Less than Significant with Mitigation Incorporated.

Construction of the Proposed Project would require construction activities to occur within the public ROW of West County Line Road, Condit Avenue, Sharon Way, and Singleton Road. Temporary construction truck traffic and road closures could potentially interfere with emergency response access to areas near the Project Area via Singleton Road, which is a designated emergency evacuation route. Temporary construction truck traffic and road closures has the potential to interfere with emergency response access to areas near the Project Area. Mitigation Measure HAZ-1 requires the YVWD to prepare a Traffic Control Plan to ensure proper access to residences and businesses in the area by emergency vehicles during construction, ensure residences and businesses in the area have proper access to evacuation routes during construction, and to maintain traffic flow. Upon construction completion, roads affected by construction would be returned to pre-project conditions. Impacts to emergency access associated with

lane closures during construction would be less than significant with the implementation of Mitigation Measure HAZ-1.

4.17.3 Mitigation Measures

Mitigation measure HAZ-1 is listed in Section 4.9.2 of this IS/MND.

4.18 Tribal Cultural Resources

4.18.1 Environmental Setting

4.18.1.1 Cahuilla

Ethnographic accounts of Native Americans indicate that the Project Area lies predominantly within the original territory of the Cahuilla. The Cahuilla spoke a Takic language. The Takic group of languages is part of the Uto-Aztecan language family. The Cahuilla occupied a territory ranging from the San Bernardino Mountains in the north to the Chocolate Mountains and Borrego Springs in the south, and from the Colorado Desert in the east to Palomar Mountain in the west. They engaged in trade, marriage, shared rituals, and war with other groups of Native Americans, primarily the Serrano and Gabrielino, whose territories they overlapped (Bean 1978, 1972; Kroeber 1925).

As many as 10,000 Cahuilla may have existed at the time of European contact in the 18th century (Bean 1978). Circa 1900, Cahuilla lived in the settlements of La Mesa, Toro, and Martinez on the Augustin and Toro Indian reservations east and southeast of the Project Area (USGS Indio Quad 1904). As of 1974, approximately 900 people claimed Cahuilla ancestry (Bean 1978).

There was no substantial European-American settlement in the Coachella Valley until the Southern Pacific Railroad completed its line from Los Angeles to Indio (then known as Indian Wells) in 1876. The railroad was completed to Yuma in 1877, linking Southern California with Arizona and points east. Wells to supply water for the steam locomotives were dug at Indio, Coachella (originally named Woodspur), Thermal (originally named Kokell), and Mecca (originally named Walters). Settlement began around these wells and railroad stations, forming the nucleus of today's Coachella Valley towns (ECORP 2022c).

4.18.1.2 Serrano

The Project Area also lies within the boundaries of territory once belonging to the Serrano. The Serrano occupied an area in and around the San Bernardino Mountains and northward into the Mojave Desert. Their territory also extended west along the north slope of the San Gabriel Mountains, east as far as Twentynine Palms, north into the Victorville and Lucerne Valley areas, and south to the Yucaipa Valley and San Jacinto Valley (Cultural Systems Research 2005). The Serrano speakers in the Mojave Desert who lived along the Mojave River were known as Vanyume. Serrano is a language within the Takic family of the Uto-Aztecan language stock.

Settlement locations were determined by water availability, and most Serranos lived in villages near water sources. Houses and ramadas were round and constructed of poles covered with bark and tule mats

(Kroeber 1925). Most Serrano villages also had a ceremonial house used as a religious center. Other structures within the village might include granaries and sweathouses (Bean and Smith 1978).

Serrano social and political units were clans, patrilineal exogamous territorial groups. Each clan was led by a chief who had both political and ceremonial roles (Earle 2004). On the north side of the San Bernardino Mountains, clan villages were located along the desert-mountain interface on Deep Creek, on the upper Mojave River, in Summit Valley, and in Cajon Pass (ECORP 2022c).

Partly due to their mountainous and desert inland territory, contact between Serrano and European-Americans was minimal prior to the early 1800s. In 1819, an *asistencia* (mission outpost) was established near present-day Redlands and was used to help relocate many Serrano to Mission San Gabriel. However, small groups of Serrano remained in the area northeast of the San Gorgonio Pass and were able to preserve some of their native culture. Today, most Serrano live either on the Morongo or San Manuel reservations (Bean and Smith 1978).

4.18.2 Regulatory Setting

4.18.2.1 Assembly Bill 52

Effective July 1, 2015, 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 PRC 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 PRC 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 TCRs 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.

4.18.2.2 Summary of AB 52 Notification and Consultation

On December 22, 2022, YVWD notified the following California Native American tribes traditionally and culturally affiliated with the geographic area of the Proposed Project:

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

As part of the AB 52 process, 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 January 21, 2023. YVWD did receive responses from either tribe.

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.

Less than Significant with Mitigation Incorporated.

i-ii) While there are no known TCRs in the Project footprint, the Project is within Serrano ancestral territory. 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 buried TCRs. Implementation of Mitigation Measures TCR-1 and TCR-2 would reduce the potential impacts to less than significant.

4.18.4 Mitigation Measures

TCR-1: The Yuhaaviatam of San Manuel Nation Cultural Resources Department (YSMN) shall be contacted of any pre-contact and/or post-contact 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 discovery be deemed significant, as defined by CEQA (as amended, 2015), a cultural resources Monitoring and Treatment Plan shall be created by the archaeologist, in coordination with YSMN, and all subsequent finds shall be subject to this Plan. This Plan shall allow for a monitor to represent YSMN for the remainder of the Project, should YSMN elect to place a monitor onsite.

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 to the YVWD for dissemination to YSMN. The YVWD shall, in good faith, consult with YSMN throughout the life of the Project.

4.19 Utilities and Service Systems

4.19.1 Environmental Setting

4.19.1.1 Water Service

Wells for domestic use are operated by the South Mesa Water Company, YVWD, and the Beaumont Cherry Valley Water District. Water is also available from the State Water Project (City of Calimesa 2014). YVWD provides water service to the Project Area. YVWD utilizes groundwater, local surface water, state water project water and recycled water to meet the customer demands (Water Systems Consulting, Inc. and Woodard & Curran 2021).

4.19.1.2 Wastewater and Storm Drainage

YVWD provides sewer service to the cities of Calimesa and Yucaipa and portions of unincorporated Riverside and San Bernardino counties (City of Calimesa 2014). Sewage treatment is provided at YVWD's

WRWRF, the facility where a new booster station will be constructed adjacent to existing boosters as part of the Proposed Project.

The Riverside County Flood Control and Water Conservation District maintains the storm drain system in the City. The City has authority over other unimproved stream courses and storm drain facilities. Several natural drainage systems traverse the City including Calimesa Creek, Garden Air Wash, Brookside Creek, and Singleton Canyon Wash. All of the washes essentially flow in an east to west direction and drain to the San Timoteo Canyon Wash. Since most of the washes are natural and unlined, they convey stormwater and recharge water simultaneously. These creeks and washes also accommodate floodwaters and help manage stormwater in heavy storm years. Many minor storm drain facilities are located on private property and are maintained by the property owners. These small systems are not directly controlled by either Riverside County or the City of Calimesa (City of Calimesa 2014).

4.19.1.3 Solid Waste

Solid waste collection and disposal service in the City is provided through a contract with CR&R disposal. The solid waste that is collected in the City is hauled to either Badlands Sanitary Landfill, El Sobrante Landfill, Lamb Canyon Sanitary Landfill, Olinda Alpha Sanitary Landfill, or San Timoteo Sanitary Landfill. These landfills accept construction/demolition waste, dead animals, and mixed municipal refuse (City of Calimesa 2014). Table 4.19-1 shows the capacity of each landfill.

Table 4.19-1. Solid Waste Landfill Capacities

Landfill	Location	Maximum Permitted Capacity (cubic yards)	Remaining Capacity (cubic yards)	Estimated Closure Date
Badlands Sanitary Landfill	31125 Ironwood Avenue Moreno Valley, CA 92555	82,300,000	7,800,000	2059
El Sobrante Landfill	10910 Dawson Canyon Road Corona, CA 91719	209,910,000	143,977,170	2051
Lamb Canyon Sanitary Landfill	16411 State Highway 79 Beaumont, CA 92223	39,681,513	19,242,950	2032
Olinda Alpha Sanitary Landfill	1942 N Valencia Avenue Brea, CA 92823	148,800,000	17,500,000	2036
San Timoteo Sanitary Landfill	San Timoteo Canyon Road Redlands, CA 92373	23,685,785	12,360,396	2039

Source: CalRecycle 2022a, 2022b, 2022c, 2022d, 2022e

The City's Municipal Code Chapter 15.60 *Recycling and Diversion of Construction and Demolition (C&D) Waste* requires an applicant for every covered project to divert construction and demolition debris resulting from that project in compliance with state and local statutory goals and policies and to create a mechanism to secure compliance with the diversion requirements. The requirement is to divert at least 65 percent of the total construction and demolition material generated by a project via reuse or recycling

unless the applicant has been granted an exemption pursuant to the City's Municipal Code 15.60.040. Additionally, all permitted construction and renovation projects within the City shall submit a waste management plan prior to commencing any construction or renovation activities.

4.19.1.4 Electricity

SCE is responsible for providing electrical service to residents and businesses in the City of Calimesa (City of Calimesa 2014). SCE obtains its electricity from various generating sources, including fossil fuel, wind, nuclear, and geothermal.

4.19.1.5 Natural Gas

SoCal Gas supplies natural gas services to the City (City of Calimesa 2014). Transmission lines transport natural gas from the Mojave Valley down the Cajon Pass along the I-15 to high pressure distribution lines along I-10 to the City (SoCal Gas 2022).

4.19.2 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?	☐	☐	☒	☐

Less than Significant Impact.

The Proposed Project is the construction of a booster station, a water reservoir, and approximately 0.35 mile of recycled water pipeline would connect the new booster and recycled water reservoir to approved and existing recycled water systems. Construction of the Proposed Project would not require new or expanded water or wastewater treatment facilities. Further, the Proposed Project would not impact natural gas, electric power, or telecommunication facilities. 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?	☐	☐	☒	☐

Less than Significant Impact.

The 2020 Upper Santa Ana River Watershed IRUWMP ensures water resources meet the changing water needs of the community. A total of 11,345 acre-feet (AF) of water was consumed in 2020 while total water supplies was 13,579 AF. YVWD projects that water use will be 10,346 AF by 2045. With the implementation of active groundwater recharge and aquifer storage recovery projects, YVWD projects water supply to be 59,180 AF in 2025 and 85,300 AF by 2045. There are sufficient water supplies such that YVWD will not need to reduce groundwater pumping during a single-dry or multi-dry year (Water Systems Consulting, Inc. and Woodard & Curran 2021).

The Project would expand the YVWD's recycled water system by constructing a booster station, a water reservoir, and approximately 0.35 mile of pipeline. A goal of YVWD is to increase the use of recycled water to reduce reliance on imported and local supplies; this Project aligns with the goal of increasing water supplies. 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?	☐	☐	☐	☒

No Impact.

The Proposed Project involves construction of a water reservoir and a booster station as well as water infrastructure within existing roads. The Proposed Project would not produce wastewater during construction or operation. No impact would occur, and no mitigation is required.

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?	☐	☐	☒	☐

Less than Significant Impact.

Minimal waste would be generated by the Project during construction. Operation of the Project would not generate solid waste. As such, the Proposed Project is not anticipated to generate solid waste in excess of State and 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?	☐	☐	☒	☐

Less than Significant Impact.

As outlined in the City's Municipal Code Chapter 15.60 *Recycling and Diversion of Construction and Demolition (C&D) Waste*, the applicant shall submit a properly completed waste management plan prior to commencing any construction or renovation activities. Waste generated by Project construction would comply with all applicable federal, state, and local statutes and regulations related to solid waste. Impacts would be less than significant.

4.19.3 Mitigation Measures

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

4.20 Wildfire

4.20.1 Environmental Setting

Wildfires are a concern in the City of Calimesa. The chaparral-filled canyon areas pose a significant fire hazard in the City, highlighting the need for strict enforcement of brush management and fire prevention programs (City of Calimesa 2014).

Wildland fires that occur while Santa Ana winds are present constitute a worst-case fire suppression scenario. Because of dry vegetation conditions and Santa Ana winds, the fire danger for Riverside County is considered extremely high for 25 percent of each year (City of Calimesa 2014).

According to CAL FIRE, portions of the City along the northwest, northeast, and eastern boundaries are in a VHFHSZ which is the highest wildfire risk classification designated by the CAL FIRE. Portions of the Project Area near the reservoir site on Sharon Way and Condit Avenue are mapped as VHFHSZ in the local responsibility area (CAL FIRE 2022; City of Calimesa 2014).

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?	☐	☒	☒	☐

Less than Significant Impact with Mitigation Incorporated.

Portions of the Project Area are located in a VHFHSZ (CAL FIRE 2022). The established evacuation routes for the City of Calimesa include I-10 and California Street for north-south movement of traffic, and West County Line Road for east-west movement of traffic. Additional streets that can augment the evacuation routes include Calimesa Boulevard, 3rd Street, and 5th Street for north-south traffic flow, as well as Avenue L and Singleton Road for east-west traffic movement. The identified roads maintain widths from 66 feet for collectors to 100 feet for major arterials with Interstate 10 as a six-lane freeway (City of Calimesa 2014).

Implementation of the Proposed Project would require construction to occur within the public ROW of West County Line Road and Singleton Road, roads identified as an evacuation route. Construction activities may temporarily restrict vehicular traffic; therefore, Mitigation Measure HAZ-1 which requires a Traffic Control Plan, is required to reduce impacts to a less than significant level. Implementation of Mitigation Measure HAZ-1 would ensure proper access to residences and businesses in the area by emergency vehicles during construction, ensure residences and businesses in the area have proper access to evacuation routes during construction, and maintain traffic flow. Upon construction completion, streets affected by construction would be returned to pre-disturbance conditions. Operational activities would not impair any emergency response or evacuation plans. Impacts to an adopted emergency response plan or emergency evacuation route would be less than significant with the incorporation of Mitigation Measure HAZ-1.

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?	☐	☐	☒	☐

Less than Significant Impact.

Portions of the Project Area are located in a VHFHSZ (CAL FIRE 2022). The B-10.3 Recycled Water Booster would be constructed adjacent to YVWD's existing boosters and the pipeline alignment will extend south from the new booster station and cross West County Line Road before traversing through some oak woodland and grassland habitat that will connect with existing or proposed pipelines covered by the Mesa Verde Estates and Summerwind Ranch at Oak Valley Specific Plans. The R-11.4 Water Reservoir would be constructed on undeveloped YVWD-owned property. The western half of the property is mostly flat and consists of disturbed land that is mostly devoid of vegetation. The eastern half of the property includes slopes that contain oak woodland vegetation, brittlebush scrub, and nonnative grassland. The elevation of the reservoir site would need to be adjusted to meet the existing high-water level of the existing Zone 11, but it is assumed that cut and fill would be balanced and no soil import or export would be required. The Proposed Project would not exacerbate wildfire risks because it would not involve the construction of habitable structures that could expose occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire. Therefore, Project impacts would be less than significant.

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?	☐	☐	☒	☐

Less than Significant Impact.

Portions of the Project Area are located in a VHFHSZ (CAL FIRE 2022). The Proposed Project includes the construction of a booster station, a water reservoir, and approximately 0.5 mile of pipeline of recycled water pipeline would connect the new booster and recycled water reservoir to approved and existing recycled water systems. This Project does not require the installation or maintenance of associated infrastructure that would exacerbate fire risk or result in temporary or ongoing impacts. Impacts would be less than significant.

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?	☐	☐	☒	☐

Less than Significant Impact.

Portions of the Project Area are located in a VHFHSZ (CAL FIRE 2022). The eastern half of the property includes slopes; however, the elevation of the R-11.4 Water Reservoir would need to be adjusted to meet the existing high-water level of the existing Zone 11, but it is assumed that cut and fill would be balanced and no soil import or export would be required. 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 downslope or downstream flooding or landslides. Impacts would be less than significant.

4.20.3 Mitigation Measures

Mitigation Measure HAZ-1 is listed in Section 4.9.2 of this IS/MND.

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?	☐	☒	☐	☐

Less than Significant with Mitigation Incorporated.

As discussed throughout this IS/MND, potentially significant impacts were identified for biological resources, cultural resources, geology and soils, hazards and hazardous materials, noise, transportation, tribal cultural resources, and wildfire. The Proposed Project's impacts would be less than significant with incorporation of Mitigation Measures BIO-1 through BIO-4, CUL-1, GEO-1, HAZ-1, NOI-1, and TCR-1 and TCR-2.

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)?	☐	☒	☐	☐

Less than Significant with Mitigation Incorporated.

Potentially significant impacts from the Proposed Project identified in this IS/MND would occur during construction and would be mitigated to a less than significant level. No significant operational 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 Proposed 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?	☐	☒	☐	☐

Less than Significant with Mitigation Incorporated.

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 Resources, 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 where 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 with mitigation. Direct and indirect impacts to human beings would be less than significant with the implementation of mitigation measures listed in this IS/MND.

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Biological Technical Report

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Archaeological Resources Inventory and Evaluation Report

APPENDIX D

Noise Impact Assessment