Draft
Initial Study/Mitigated Negative Declaration for the Wine Country Sewer Project Temecula and Unincorporated Riverside County, California

Prepared for
Eastern Municipal Water District
2270 Trumble Road
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March 4, 2024

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1.0 Introduction

This Initial Study/Mitigated Negative Declaration (IS/MND) has been prepared in accordance with relevant provisions of the California Environmental Quality Act (CEQA) of 1970, as amended, and the CEQA Guidelines, as revised. This IS/MND evaluates the environmental effects of the proposed Wine Country Sewer Project (proposed project).

The IS/MND includes the following components:

- A Draft IS/MND and the formal findings made by the Eastern Municipal Water District (District or EMWD) that the proposed project would not result in any significant effects on the environment, as identified in the CEQA IS Checklist.
- A detailed project description.
- The CEQA IS Checklist, which provides standards to evaluate the potential for significant environmental impacts from the proposed project and is adapted from Appendix G of the CEQA Guidelines. The proposed project is evaluated in 21 environmental issue categories to determine whether the proposed project's environmental impacts may be significant in any category. Brief discussions are provided that further substantiate the proposed project's anticipated environmental impacts in each category.

Because the proposed project fits into the definition of a "project" under Public Resources Code Section 21065 requiring discretionary approvals by the District and because it could result in a significant effect on the environment, the proposed project is subject to CEQA review. The IS Checklist was prepared to determine the appropriate environmental document to satisfy CEQA requirements: an Environmental Impact Report (EIR), a Mitigated Negative Declaration (MND), or a Negative Declaration (ND). The analysis in this IS Checklist supports the conclusion that the proposed project may result in significant environmental impacts, but (1) revisions in the project plans or proposals made by or agreed to by the applicant before a proposed MND and IS are released for public review would avoid the effects or mitigate the effects to a point where clearly no significant effects would occur, and (2) there is no substantial evidence, in light of the whole record before the District, that the proposed project as revised may have a significant effect on the environment. Therefore, an MND has been prepared.

This IS/MND will be circulated for 30 days for public and agency review, during which time individuals and agencies may submit comments on the adequacy of the environmental review. Following the public review period, the District's Board will consider any comments received on the IS/MND when deciding whether to adopt the MND.

2.0 Project Description

1. Project Name:

Wine Country Sewer Project

2. Lead Agency:

Eastern Municipal Water District
2270 Trumble Road
Perris, CA 92570

3. Contact Person and Phone Number:

Joseph Broadhead
Principal Water Resource Specialist – CEQA/NEPA
Eastern Municipal Water District
2270 Trumble Road
Perris, CA 92570
(951) 928-3777
broadhej@emwd.org

4. Project Location:

The project consists of the construction of two separate sewer segments identified as the Northern Alignment and the Southern Alignment. The locations of the Northern Alignment and the Southern Alignment are described below.

Northern Alignment

The Northern Alignment is located within a portion of unincorporated Riverside County (Figures 1-3). Regional access to the Northern Alignment is provided via Interstate 15 (I-15), located approximately 7.5 miles to the west, and local access is provided via Rancho California Road. The Northern Alignment is located within the Pauba Land Grant on U.S. Geological Survey (USGS) Bachelor Mountain quadrangle, Township 07 South, Range 02 West (USGS 1978; Figure 2). The Northern Alignment would consist of approximately 2.74 miles (14,467 linear feet) of sewer transmission lines located within the rights-of-way (ROW) of the following roadway segments, which are presented in Figure 3:

- Rancho California Road, Lomo Ventoso Lane to Buck Road
- Glenoaks Road, Rancho California Road to Camino del Vino
- Buck Road, Rancho California Road to Otis Street
- Warren Road, Otis Street to East Benton Road
- East Benton Road, Warren Road to Bella Vista Road

The Northern Alignment sewer transmission lines would be constructed within the ROW of paved roadways. Potential construction staging areas would be located within disturbed land within ROW adjacent to existing roadways.

Southern Alignment

The Southern Alignment is located within portions of the city of Temecula and unincorporated Riverside County (see Figure 1). Regional access to the Southern Alignment is provided via I-15, located approximately 3.6 miles to the west, and local access is provided via State Route 79. The Southern Alignment is located within the Pauba Land Grant on USGS Pechenga quadrangle, Township 08 South, Range 01 West (USGS 1997; see Figure 2). The Southern Alignment would consist of approximately 4.34 miles (22,915 linear feet) of sewer transmission lines within a segment of De Portola Road, beginning at the intersection with Butterfield Stage Road and extending eastward to the intersection with Pulgas Creek Road (see Figure 3). The Southern Alignment sewer transmission line would be constructed primarily within paved ROW, with the exception of an approximately 1.15-mile segment of De Portola Road that is unpaved.

5. Project Applicant/Sponsor:

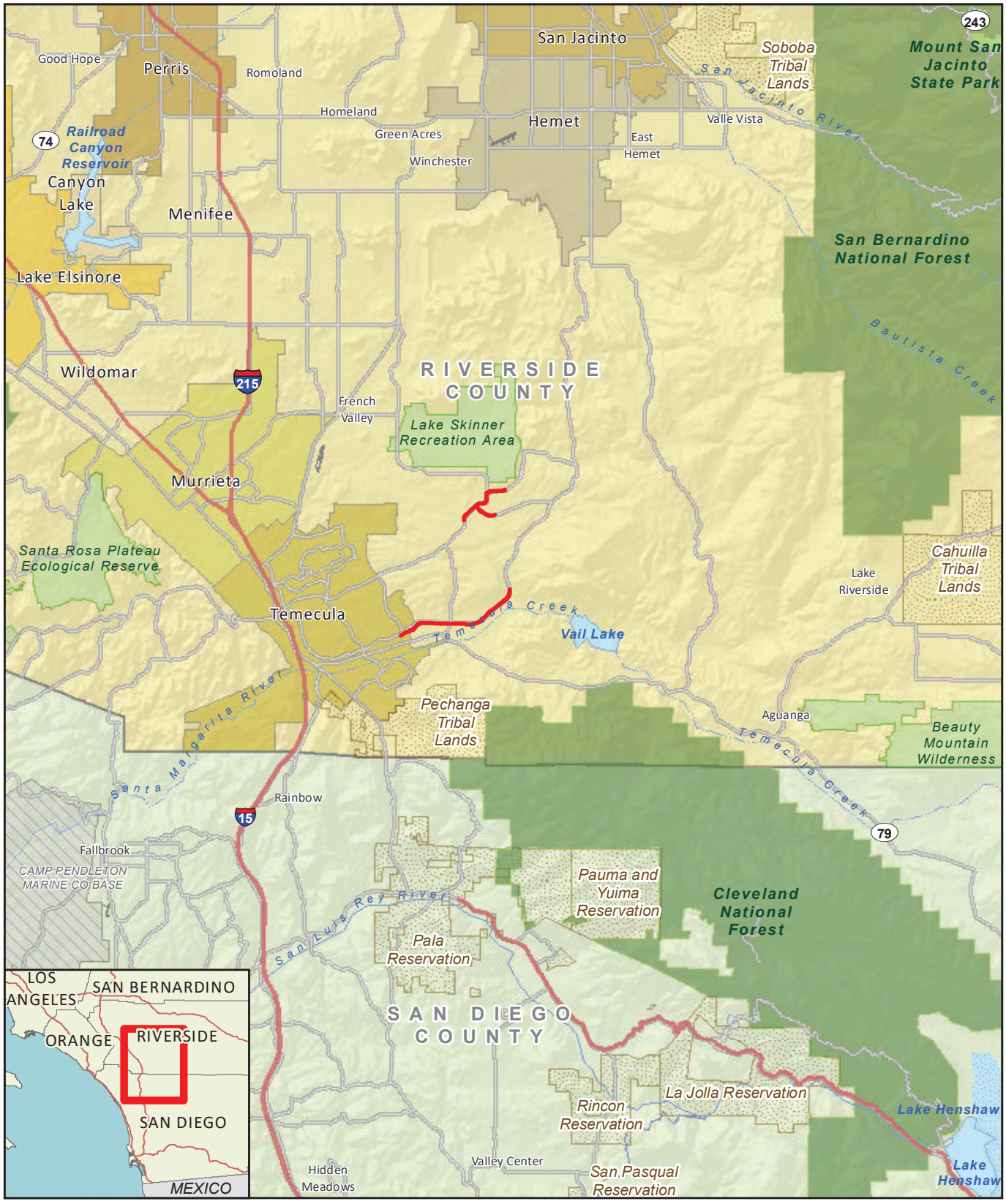
Eastern Municipal Water District
2270 Trumble Road
Perris, CA 92570

6. General Plan Designation:

The Northern and Southern alignments are both located within the existing ROW of numerous roadways that do not have General Plan designations.

7. Zoning:

The Northern and Southern alignments are both located within the existing ROW of numerous roadways that do not have zoning designations.



Project Location

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FIGURE 1
Regional Location

Map Source: USGS 7.5 minute topographic map series, Bachelor Mtn. (1978) and Pechanga (1997) quadrangles, Pauba Land Grant / T07S R02W

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FIGURE 2
Project Location on USGS Map

Image Source: NearMap (flown September 2023)

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FIGURE 3
Project Location on Aerial Photograph

8. Project Overview:

The District is looking to advance sewer infrastructure in the northern and southern Temecula Wine Country areas in collaboration with the County of Riverside (County) and other external stakeholders. In February 2022, the Riverside County Board of Supervisors approved an allocation of $82 million in American Rescue Plan Act (ARPA) funds to support necessary infrastructure improvements in the County. District staff has coordinated with the County to identify eligible capital projects in each of the County Supervisorial Districts for ARPA funding. In May 2022, the Riverside County District 3 Board of Supervisors allocated $9.13 million in ARPA funds to the Northern and Southern alignments to provide sanitary sewer service in the Temecula Wine Country area to reduce the number of septic systems leaching into the region's groundwater, improving water quality, and to provide for economic growth in Temecula Wine Country. Additionally, the Southern Alignment has been allocated $2 million in funds from the State and Tribal Assistance Grants (STAG) account of the U.S. Environmental Protection Agency's (U.S. EPA's) section of the of the Consolidated Appropriations Act, 2023.

9. Project Purpose:

The proposed project is seeking to make sanitary sewer available in the Temecula Wine Country Region, which is primarily located in the unincorporated Riverside County, and borders the city of Temecula. Providing sanitary sewer service would improve water quality by reducing the number of septic tanks currently leaching into the Rancho California Water District's well head protection area and the region's ground water basin, while also allowing for economic growth in the region.

10. Surrounding Land Use(s) and Project Setting:

The Northern and Southern alignments are both generally bounded by residential development, agricultural land, and disturbed land, with sparce native habitats occurring along the project alignment.

11. Proposed Project Description:

Northern Alignment

The Northern Alignment sewer transmission lines would be constructed primarily with open trench construction. Culvert crossings would be protected in place with supports that allow for undercrossing without impact to the culverts. Laterals for future connections would be constructed to adjacent property lines. Potential construction staging areas would be located within disturbed land within ROW adjacent to the roadway, subject to access agreements with private property owners.

Pipeline installation would occur at approximately 80 feet/day for pipe with standard cover (7.5-foot depth), and at approximately 50 feet per day for pipe deeper than standard cover (greater than 7.5-foot depth). Figure 4 presents the pipeline cross-section, which shows the anticipated average depth of pipeline and width of work area on the surface. Pavement restoration would be confirmed during final design.

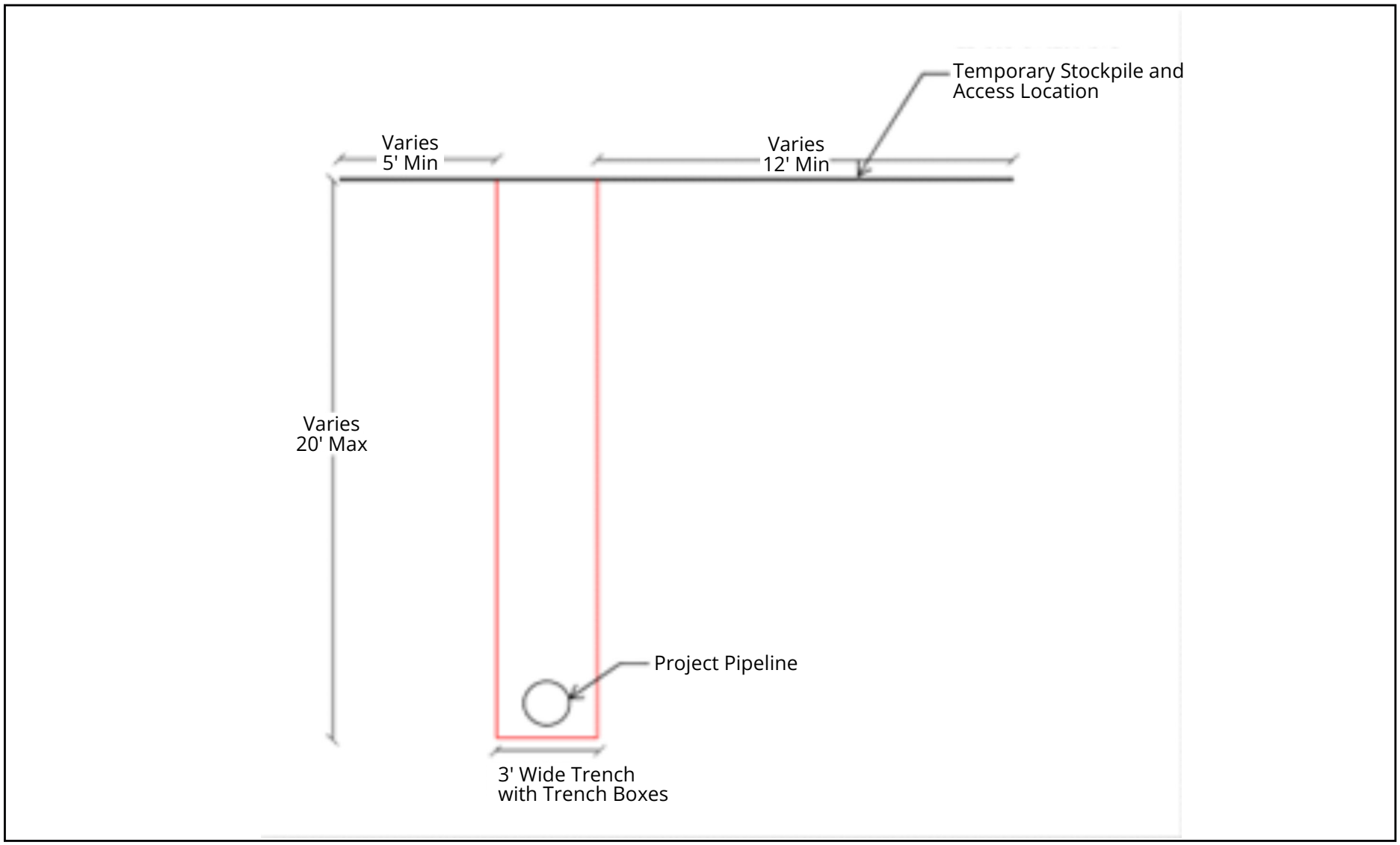

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FIGURE 4
Pipeline Cross-Section

Roadways impacted during construction would be returned to original grade, and adjacent natural soils impacted during construction would be revegetated with hydroseeding as necessary to satisfy the requirements of the National Pollutant Discharge Elimination System (NPDES) Construction General Permit. No night work would occur, nor would temporary/permanent lighting be used. The project would not construct any aboveground structures.

Construction of the Northern Alignment would occur over a 13-month period. Table 1 presents the type of equipment and number that would be utilized to construct the Northern Alignment. Operation would involve routine sewer video inspections approximately every three years. Operational cleaning using a vactor truck (sewage vacuum truck) would occur every three to five years.

Table 1
Northern Alignment Construction Equipment

Equipment	Number
Backhoe/loader	1
Hydraulic excavator	1
Pile driving machine, hammer or vibration pile driving	0
Crane	0
Utility truck	2
Auger boring machine	0
Water truck	1
Welder	0
Compressor	1
Pump	1
Pick-up trucks	1
Dump trucks	0
Concrete saw	1
Pavement breaker	1
Sweeper	1
Paver	1
Generator	1

Southern Alignment

Construction methods that would be utilized for the Southern Alignment would be similar to those described above for the Northern Alignment. Dewatering is not anticipated to be necessary during construction. Construction of the Southern Alignment would occur over an 18-month period. Table 2 presents the type of equipment and number that would be utilized to construct the Southern Alignment. The Southern Alignment would introduce three permanent graded pads to maintain access to manholes introduced in the unpaved segment of De Portola Road. All three of these permanent graded pads would be located within disturbed land within the ROW of De Portola Road.

Table 2 Southern Alignment Construction Equipment	
Equipment	Number
Backhoe/loader	1
Hydraulic excavator	1
Pile driving machine, hammer or vibration pile driving	0
Crane	0
Utility truck	1
Auger boring machine	0
Water truck	1
Welder	0
Compressor	1
Pump	0
Pick-up trucks	1
Dump trucks	0
Concrete saw	1
Pavement breaker	1
Sweeper	1
Paver	1
Generator	1

12. Environmental Commitments:

The proposed project would include the following environmental commitments that would be followed during construction/operation:

- A traffic control plan (TCP) would be approved by County of Riverside and the City of Temecula based on jurisdictional authority for construction work within public roadways. The TCP would be prepared in accordance with U.S. Department of Transportation Manual of Uniform Traffic Control Devices, the California Department of Transportation Manual of Uniform Traffic Control Devices, and permit requirements by the authority having jurisdiction. Conventional traffic control measures would include typical traffic control devices such as the following: traffic cones, K-rails, signs, message boards, flaggers (as needed), and related devices. When work is not being performed, trenches would be covered with an appropriate cover to restore normal traffic flow.
- All construction work would require implementation of fire hazard reduction measures, such as having fire extinguishers located on-site, use of spark arrestors on equipment and using a spotter during welding activities.
- Construction would comply with South Coast Air Quality Management District (SCAQMD) Rules 402 (Nuisance), 403 (Fugitive Dust Control), 1108 (Cutback Asphalt), and 1113 (Architectural Coatings) requirements.
- Specifications would require the contractor to prepare a Stormwater Pollution Prevention Plan (SWPPP). Construction would implement best management practices (BMPs) to control water quality of stormwater discharges offsite, according to the SWPPP, such as site management "housekeeping," erosion control, sediment control, tracking control and wind erosion control.

- The contractor would adhere to the following requirements to reduce construction noise to the extent feasible:
  - For construction activities that occur within the unincorporated portion of Riverside County, the District shall require its contractor to implement the following actions relative to construction noise: the District shall conduct construction activities between 6:00 a.m. to 6:00 p.m. during the months of June through September, and between the hours of 7:00 a.m. and 6:00 p.m. during the months of October through May in accordance with the County of Riverside Municipal Code Section 9.52.020[I].
  - For construction activities that occur within the city of Temecula, the District shall require its contractor to implement the following actions relative to construction noise: the District shall conduct construction activities between 7:00 a.m. to 6:30 p.m. in accordance with the City of Temecula Municipal Code Section 9.20.060(D).
  - Prior to construction, the District in coordination with the construction contractor, shall provide written notification to all properties within 50 feet of the project facilities informing occupants of the type and duration of construction activities. Notification materials shall identify a method to contact the District's program manager with noise concerns. Prior to construction commencement, the District program manager shall establish a noise complaint process to allow for resolution of noise problems. This process shall be clearly described in the notifications.
  - Stationary noise-generating equipment shall be located as far from sensitive receptors as possible. Such equipment shall also be oriented to minimize noise that would be directed toward sensitive receptors. Whenever possible, other non-noise generating equipment (e.g., roll-off dumpsters) shall be positioned between the noise source and sensitive receptors.
  - Equipment and staging areas shall be located as far from sensitive receptors as possible. At the staging location, equipment and materials shall be kept as far from adjacent sensitive receptors as possible.
  - Construction vehicles and equipment shall be maintained in the best possible working order; operated by an experienced, trained operator; and shall utilize the best available noise control techniques (including mufflers, use of intake silencers, ducts, engine enclosures and acoustically attenuating shields or shrouds).
  - Unnecessary idling of internal combustion engines shall be prohibited. In practice, this would require turning off equipment if it would idle for five or more minutes.
  - Electrically powered equipment shall be used instead of pneumatic or internal combustion powered equipment, where feasible.
  - The use of noise-producing signals, including horns, whistles, alarms, and bells, shall be for safety warning purposes only.

13. Required Approvals:

The proposed project would be required to obtain the permits and approvals presented in Table 3.

Table 3 Required Permits and Approvals		
Permit/Approval	Permitting/Approving Agency	Permit/Approval Trigger
Northern Alignment		
National Pollutant Discharge Elimination System (NPDES) Construction General Permit[1]	California Regional Water Quality Control Board, Region 8	Required prior to construction activity, upon completion of Notice of Intent and Storm Water Pollution Prevention Program (SWPPP)
Encroachment Permit	County of Riverside	Required for any proposed sewer in the public street
Stormwater Pollution Prevention Plan	State of California	
Encroachment Permit	Riverside County Flood Control	Required for locations where proposed sewer crosses their infrastructure
Southern Alignment		
Encroachment Permit	City of Temecula	Required for any proposed sewer in the public street
Encroachment Permit	County of Riverside	Required for any proposed sewer in the public street
Stormwater Pollution Prevention Plan	State of California	
Encroachment Permit	Riverside County Flood Control	Required for locations where proposed sewer crosses their infrastructure
[1]The District currently operates under a district wide NPDES Permit. This permit would be followed if needed for groundwater discharges.		

14. Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code Section 21080.3.1? If so, is there a plan for consultation that includes, for example, the determination of significance of impacts to tribal cultural resources, procedures regarding confidentiality, etc.?

On October 6, 2023, the District sent consultation notification letters to Native American tribes on the District's Master List pursuant to the requirements of Assembly Bill 52 (AB 52) pertaining to government-to-government consultation regarding the project. Six Native American tribes were contacted, and the District received responses from two tribes, the Pechanga Band of Indians and Rincon Band of Luiseño Indians.

15. Summary of Environmental Factors Potentially Affected:

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

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

3.0 Draft Mitigated Negative Declaration

DETERMINATION: (To be completed by the Lead Agency)

On the basis of this initial evaluation:

☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION shall be prepared.

☒ I find that, although the proposed project might have a significant effect on the environment, there would not be a significant effect in this case because revisions in the project have been made, or agreed to, by the project proponent. A MITIGATED NEGATIVE DECLARATION shall be prepared.

☐ I find that the proposed project might have a significant effect on the environment and/or deficiencies exist relative to the City's General Plan Quality of Life Standards, and the extent of the deficiency exceeds the levels identified in the City's Environmental Quality Regulations pursuant to Zoning Code Article 47, Section 33-924 (b), and an ENVIRONMENTAL IMPACT REPORT shall be required.

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

☐ I find that, although the proposed project might have a significant effect on the environment, no further documentation is necessary because all potentially significant effects: (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project.

Signature	Date
Printed Name	Title

4.0 Initial Study Checklist

1. A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved. A "No Impact answer should be explained where it is based on project specific factors as well as general standards.
2. All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
3. Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
4. "Negative Declaration: Less Than Significant with Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level.
5. Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or (mitigated) negative declaration. Section 15063(c)(3)(D).
6. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
7. Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
8. This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.
9. The explanation of each issue should identify:

    a. The significance criteria or threshold, if any, used to evaluate each question; and
    b. The mitigation measure identified, if any, to reduce the impact to less than significant.

4.1 Aesthetics

Would the proposed project:

Issue	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Have a substantial adverse effect on a scenic vista?	☐	☐	☒	☐
b. Substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☒
c. 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 a 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?	☐	☐	☒	☐
d. Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area?	☐	☐	☒	☐

EXPLANATIONS:

a. Less Than Significant Impact

Northern and Southern Alignments

The Northern and Southern alignments consist of existing roadway ROW within a generally flat area. Construction activities associated with the proposed project (e.g., presence of construction vehicles, excavated materials, laydown areas) would create short-term visual effects for the surrounding residential areas. All proposed improvements would be located underground and would not include any permanent aboveground components. Once construction is complete, the visual character of the footprints of both alignments would be restored to the pre-project condition. Therefore, the proposed project would not substantially alter views from any designated view corridors and would not have a substantial adverse effect on a scenic vista. Impacts would be less than significant.

b. No Impact

Northern and Southern Alignments

There are no designated state scenic highways within proximity of the project. The closest eligible state scenic highway is a segment of I-15 located 7.5 miles west of the Northern Alignment and 3.6 miles west of the Southern Alignment. Neither alignment is visible from this segment of I-15. Furthermore, an official designation is required for potential impacts to be considered significant. As described in Section 4.5a below, no historic buildings are currently located on the project site. Furthermore, there are no mature trees or rock outcroppings that would be affected by the proposed project. Therefore, the project would not substantially damage any scenic resources within a state scenic highway. No impact would occur.

c. Less Than Significant Impact

Northern and Southern Alignments

The Northern and Southern alignments are both generally bounded by residential development, agricultural land, and disturbed land. Construction activities associated with the proposed project (e.g., presence of construction vehicles, excavated materials, laydown areas) would create short-term visual effects for the surrounding residential areas. All proposed improvements would be located underground and would not include any permanent aboveground components. Once construction is complete, the visual character of the footprints of both alignments would be restored to the pre-project condition. Therefore, the project would not adversely affect the quality of public views of the project site and its surroundings, and impacts would be less than significant.

d. Less Than Significant Impact

Northern and Southern Alignments

Project construction would be limited to daytime hours and would not require any lighting. Furthermore, the sewer transmission lines would be located underground and would not include any permanent aboveground components. Therefore, the proposed project would not create a new source of substantial light or glare that would adversely affect day or nighttime views in the area, and impacts would be less than significant.

4.2 Agriculture and Forestry Resources

Would the proposed project:

Issue	Potentially Significant Impact	Potentially Significant Unless 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?	☐	☐	☐	☒
b. Conflict with existing zoning for agricultural use, or a Williamson Act Contract?	☐	☐	☐	☒
c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 1220[g]), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104[g])?	☐	☐	☐	☒
d. Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e. Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒

EXPLANATIONS:

a. No Impact

Northern and Southern Alignments

The Northern and Southern alignments would be constructed within ROW of existing roadways, the majority of which consists of paved roadways. Potential construction staging areas would be located within disturbed land within ROW adjacent to existing roadways. Although small segments of the

project construction footprints are designated as farmland by the Department of Conservation "California Important Farmland Finder", none of these areas are used for active agricultural cultivation. Once construction is complete, the footprints of both alignments would be restored to the pre-project condition. Therefore, the proposed project would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural uses. No impact would occur.

b. No Impact

Northern and Southern Alignments

The Northern and Southern alignments would be constructed within ROW of existing roadways, which are not zoned for agricultural use. Potential construction staging areas would be located within disturbed land within ROW adjacent to existing roadways, none of which are used for active agricultural cultivation. Once construction is complete, the footprints of both alignments would be restored to the pre-project condition. None of the properties within the Northern or Southern alignments are subject to a Williamson Act contract . No impact would occur.

c. No Impact

Northern and Southern Alignments

None of the properties within the Northern or Southern alignments are zoned as forestland, timberland, or timberland production zones. The project site does not contain any forest or timberland as defined by Public Resources Code Section 12220[g], Public Resources Code Section 4526, or Government Code Section 51104(g). No impact would occur.

d. No Impact

Northern and Southern Alignments

The properties within the Northern or Southern alignments do not contain any forestlands or timberland as defined by Public Resources Code Section 12220[g], Public Resources Code Section 4526, or Government Code Section 51104(g). No impact would occur.

e. No Impact

Northern and Southern Alignments

The Northern and Southern alignments would be constructed within ROW of existing roadways, the majority of which consists of paved roadways. Potential construction staging areas would be located within disturbed land within ROW adjacent to existing roadways, none of which used for active agricultural cultivation. Once construction is complete, the footprints of both alignments would be restored to the pre-project condition. Therefore, the proposed project would not result in conversion of farmland or forestland. No impact would occur.

4.3 Air Quality

Would the proposed project:

Issue	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐
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?	☐	☐	☒	☐
c. Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	☒	☐

EXPLANATIONS:

The following section is based on the Air Quality Analyses prepared by RECON Environmental, Inc. (RECON) for the Northern Alignment (Appendix A-1) and Southern Alignment (Appendix A-2).

a. Less Than Significant Impact

Northern and Southern Alignments

The Northern and Southern alignments are both located within the South Coast Air Basin (SoCAB) under the jurisdiction of the SCAQMD. The SoCAB is designated as in attainment or unclassifiable attainment (expected to be meeting the standard despite a lack of monitoring data) for all federal air quality standards except for the 8-hour ozone and 2.5-micron particulate matter ($PM_{2.5}$) standards. The SoCAB is also designated as in nonattainment for state air quality standards for 8-hour ozone and $PM_{2.5}$, and additionally is in nonattainment of state 10-micron particulate matter (PM_{10}) standards. The regional air quality plan, the 2022 Air Quality Management Plan (AQMP), outlines measures to reduce emissions of ozone and $PM_{2.5}$. Whereas reducing PM concentrations is achieved by reducing emissions of $PM_{2.5}$ to the atmosphere, reducing ozone concentrations is achieved by reducing the precursors of photochemical formation of ozone, VOC, and NO_X.

The growth forecast for the 2022 AQMP is based in part on the land uses established by local general plans. Thus, if a project is consistent with land use as designated in the local general plan, it can

normally be considered consistent with the 2022 AQMP. Projects that propose a different land use than is identified in the local general plan may also be considered consistent with the 2022 AQMP if the proposed land use is less intensive than buildout under the current designation. For projects that propose a land use that is more intensive than the current designation, analysis that is more detailed is required to assess conformance with the 2022 AQMP.

The proposed project does not include growth-generating components, but rather would provide sewer service to existing development that is currently utilizing septic systems. As such, the proposed project would be consistent with growth projections contained in the County's General Plan and AQMP forecasts. Based on these considerations and pursuant to SCAQMD guidelines, project-related emissions are accounted for in the AQMP.

Another factor used to determine if a project would conflict with implementation of the 2022 AQMP is evaluating whether it would result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations or delay the timely attainment of air quality standards (National Ambient Air Quality Standards [NAAQS] and California Ambient Air Quality Standards [CAAQS]) or interim emissions reductions specified in the 2022 AQMP. NAAQS and CAAQS violations could occur if project emissions exceed regional significance thresholds or localized significance thresholds (LSTs).

The SCAQMD has established significance thresholds to assess the regional and localized impacts of project-related air pollutant emissions. These significance thresholds are updated as needed to appropriately represent the most current technical information and attainment status in the SoCAB. The County uses the current SCAQMD thresholds to determine whether a project would have a significant impact. SCAQMD's significance thresholds for impacts to regional air quality are shown in Table 4.

Table 4
SCAQMD Air Quality Significance Thresholds – Mass Daily Thresholds

Pollutant	Emissions (pounds)	
	Construction	Operational
Oxides of Nitrogen (NO_X)	100	55
Volatile Organic Compounds (VOC)	75	55
Coarse Particulate Matter (PM_{10})	150	150
Fine Particulate Matter ($PM_{2.5}$)	55	55
Oxides of Sulfur (SO_X)	150	150
Carbon Monoxide (CO)	550	550
Lead (Pb)	3	3
SOURCE: SCAQMD CEQA Air Quality Handbook (SCAQMD 1993); SCAQMD Air Quality Significance Thresholds (SCAQMD 2023)		

The SCAQMD's Final Localized Significance Threshold Methodology was developed as a tool to assist lead agencies to analyze localized air quality impacts to sensitive receptors in the vicinity of the project (SCAQMD 2008). The LST Methodology outlines how to analyze localized impacts from common pollutants of concern including nitrogen dioxide (NO_2), carbon monoxide (CO), PM_{10}, and $PM_{2.5}$. Localized air quality impacts would occur if pollutant concentrations at sensitive receptors exceeded applicable NAAQS or CAAQS.

LSTs represent the maximum emissions from a project that will not cause or contribute to an exceedance of the most stringent applicable federal or state ambient air quality standard at the nearest residence or sensitive receptor. The SCAQMD states that lead agencies can use the LSTs as another indicator of significance in its air quality impact analyses. The significance of localized emissions impacts depends on whether ambient levels in the vicinity of any given project are above or below state standards. In the case of CO and NO_2, if ambient levels are below the standards, a project is considered to have a significant impact if project emissions result in an exceedance of one or more of these standards. If ambient levels already exceed a state or federal standard, then project emissions are considered significant if they increase ambient concentrations by a measurable amount. This would apply to PM_{10} and $PM_{2.5}$, both of which are non-attainment pollutants.

As shown in Tables 5 and 6 below, construction emissions associated with each alignment would not individually exceed the regional significance thresholds. Furthermore, Table 7 presents the combined construction emissions of both alignments, which would not collectively exceed the regional significance thresholds.

Table 5
Maximum Daily Construction Emissions for the Northern Alignment
(pounds per day)

	Pollutant					
	ROG	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Grubbing/Land Clearing	3.21	25.18	33.99	0.08	2.13	1.25
Grading/Excavation	3.31	26.12	35.38	0.09	2.22	1.29
Drainage/Utilities/Sub-Grade	3.25	24.82	34.62	0.08	2.15	1.26
Paving	3.15	23.68	34.22	0.08	1.06	0.97
Maximum Daily Emissions	**3.31**	**26.12**	**35.38**	**0.09**	**2.22**	**1.29**
SCAQMD Significance Threshold	*75*	*100*	*550*	*150*	*150*	*55*
Significant Impact?	No	No	No	No	No	No

ROG = reactive organic gases; NO_X = nitrogen oxides; CO = carbon monoxide; SO_X = sulfur oxides; PM_{10} = particulate matter less than 10 microns; $PM_{2.5}$ = particulate matter less than 2.5 microns

Table 6
Maximum Daily Construction Emissions for the Southern Alignment
(pounds per day)

	Pollutant					
	ROG	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Grubbing/Land Clearing	2.43	19.09	27.25	0.06	1.90	1.03
Grading/Excavation	2.52	20.24	28.67	0.07	2.00	1.07
Drainage/Utilities/Sub-Grade	2.39	18.01	27.84	0.06	1.86	0.97
Paving	2.32	17.41	27.43	0.06	0.80	0.72
Maximum Daily Emissions	**2.52**	**20.24**	**28.67**	**0.07**	**2.00**	**1.07**
SCAQMD Significance Threshold	*75*	*100*	*550*	*150*	*150*	*55*
Significant Impact?	No	No	No	No	No	No

ROG = reactive organic gases; NO_X = nitrogen oxides; CO = carbon monoxide; SO_X = sulfur oxides; PM_{10} = particulate matter less than 10 microns; $PM_{2.5}$ = particulate matter less than 2.5 microns

Table 7 Maximum Daily Construction Emissions for the Both Alignments (pounds per day)						
	Pollutant					
	ROG	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Grubbing/Land Clearing	5.46	44.27	61.24	0.14	4.03	2.28
Grading/Excavation	5.83	46.36	64.05	0.16	4.22	2.36
Drainage/Utilities/Sub-Grade	5.64	42.83	62.46	0.14	4.01	2.23
Paving	5.47	41.09	61.65	0.14	1.86	1.69
Maximum Daily Emissions	**5.83**	**46.36**	**64.05**	**0.16**	**4.22**	**2.36**
SCAQMD Significance Threshold	*75*	*100*	*550*	*150*	*150*	*55*
Significant Impact?	No	No	No	No	No	No
ROG = reactive organic gases; NO_X = nitrogen oxides; CO = carbon monoxide; SO_X = sulfur oxides; PM_{10} = particulate matter less than 10 microns; $PM_{2.5}$ = particulate matter less than 2.5 microns						

As shown in Tables 8 and 9 below, construction emissions associated with the Southern Alignment would not exceed the LSTs. It should be noted that the LSTs evaluate potential impacts on the nearest sensitive receptors, which is based on the distance of the construction footprint to the sensitive receptor. Therefore, a comparison of combined emissions to the LST thresholds is not necessary, due the distance separating both alignments.

After installation of the underground transmission lines, there would be occasional inspection and maintenance trips associated with both alignments. Routine sewer video inspection would occur approximately every three years, and cleaning would occur every five to ten years. These operational activities would be conducted by existing District employees. Operational emissions associated with vehicle emissions from these maintenance activities would be negligible. Therefore, implementation of the Northern and Southern alignments would not conflict with or obstruct implementation of the 2022 AQMP or applicable portions of the State Implementation Plan (SIP), and impacts would be less than significant.

Table 8 Localized Construction Emissions for the Northern Alignment				
	Pollutant			
	NO_X	CO	PM_{10}	$PM_{2.5}$
Maximum On-Site Daily Emission	26.12	35.38	2.22	1.29
LST Threshold	162	750	4	3
Exceeds Threshold?	No	No	No	No
NO_X = nitrogen oxides; CO = carbon monoxide; PM_{10} = particulate matter less than 10 microns; $PM_{2.5}$ = particulate matter less than 2.5 microns				

Table 9 Localized Construction Emissions for the Southern Alignment				
	Pollutant			
	NO_X	CO	PM_{10}	$PM_{2.5}$
Maximum On-Site Daily Emission	20.24	28.67	2.00	1.07
LST Threshold	162	750	4	3
Exceeds Threshold?	No	No	No	No
NO_X = nitrogen oxides; CO = carbon monoxide; PM_{10} = particulate matter less than 10 microns; $PM_{2.5}$ = particulate matter less than 2.5 microns				

b. Less Than Significant Impact

Northern and Southern Alignments

The SoCAB is designated as a nonattainment area for federal Ambient Air Quality Standards (AAQS) for the 8-hour ozone and $PM_{2.5}$ standards, and is in nonattainment area under state 8-hour ozone, PM_{10}, and $PM_{2.5}$ standards. Ozone is not emitted directly but is a result of atmospheric activity on precursors. Nitrogen oxides (NO_X) and reactive organic gases (ROG) are known as the chief "precursors" of ozone. These compounds react in the presence of sunlight to produce ozone.

Based on SCAQMD cumulative significance methodologies, the emissions-based thresholds shown in Table 4 above are used to determine if a project's contribution to regional cumulative emissions is cumulatively considerable. These thresholds were used to assess the significance of the project-specific and cumulative air quality impacts. Air quality impacts are basin-wide, and air quality is affected by all pollutant sources in the SoCAB. As the individual project thresholds are designed to help achieve attainment with cumulative basin-wide standards, they are also appropriate for assessing the project's contribution to cumulative impacts.

As shown in Table 7 above, the combined construction emissions of both alignments of ozone precursors (ROG and NO_X), PM_{10}, and $PM_{2.5}$ would not exceed the SCAQMD's thresholds of significance. These thresholds are designed to provide limits below which project emissions from an individual project would not significantly affect regional air quality or the timely attainment of the NAAQS and CAAQS. Therefore, construction of the Northern and Southern alignments would not result in a cumulatively considerable net increase in emissions of ozone, PM_{10}, or $PM_{2.5}$, and impacts would be less than significant.

After installation of the underground transmission lines, there would be occasional inspection and maintenance trips for both alignments. Operational emissions associated with vehicle emissions from these maintenance activities would be negligible. Therefore, operation of the Northern and Southern alignments would not result in a cumulatively considerable net increase in emissions of ozone, PM_{10}, or $PM_{2.5}$, and impacts would be less than significant.

c. Less Than Significant Impact

Northern and Southern Alignments

A sensitive receptor is a person in the population who is more susceptible to health effects due to exposure to an air contaminant than is the population at large. Examples of sensitive receptor locations in the community include residences, schools, playgrounds, childcare centers, churches, athletic facilities, retirement homes, and long-term health care facilities. The nearest sensitive

receptors are the residential uses located as close as 50 feet from the proposed Northern Alignment and residential uses located as close as 60 feet from the proposed Southern Alignment.

The two primary emissions of concern regarding health effects for land development projects are diesel particulate matter (DPM) and CO. Projects that would site sensitive receptors near potential CO hotspots or would contribute vehicle traffic to local intersections where a CO hotspot could occur would be considered as having a potentially significant impact.

Diesel Particulate Matter

Construction of the sewer transmission lines would result in short-term diesel exhaust emissions from on-site heavy-duty equipment. Construction of the sewer transmission lines would result in the generation of diesel exhaust DPM emissions from the use of off-road diesel equipment required for construction activities and on-road diesel equipment used to bring materials to and from the project sites.

Generation of DPM from construction projects typically occurs in a single area for a short period. Construction of the Northern Alignment is anticipated to last for approximately 13 months, and construction of the Southern Alignment is anticipated to last for approximately 18 months. The dose to which the receptors are exposed is the primary factor used to determine health risk. Dose is a function of the concentration of a substance or substances in the environment and the extent of exposure that person has with the substance. Dose is positively correlated with time, meaning that a longer exposure period would result in a higher exposure level for the Maximally Exposed Individual. The risks estimated for a Maximally Exposed Individual are higher if a fixed exposure occurs over a longer period of time. According to the Office of Environmental Health Hazard Assessment (OEHHA), health risk assessments, which determine the exposure of sensitive receptors to toxic emissions, should be based on a 30-year exposure period; however, such assessments should be limited to the period/duration of activities associated with the project (OEHHA 2015). Although both alignments are located adjacent to residential uses, construction equipment would only be located adjacent to a particular sensitive receptor for a matter of days or weeks since work would move along the alignment at an average rate of 50 to 80 feet per day. Thus, the duration of proposed construction activities near any specific sensitive receptor would be minimal, and would be significantly less than the 30-year exposure period used in health risk assessments.

Additionally, with ongoing implementation of U.S. EPA and California Air Resources Board (CARB) requirements for cleaner fuels; off-road diesel engine retrofits; and new, low-emission diesel engine types, the DPM emissions of individual equipment would be reduced over time. All construction equipment is subject to the CARB In-Use Off-Road Diesel-Fueled Fleets Regulation, which limits unnecessary idling to 5 minutes, requires all construction fleets to be labeled and reported to CARB, bans Tier 0 equipment and phases out Tier 1 and 2 equipment (thereby replacing fleets with cleaner equipment), and requires that fleets comply with Best Available Control Technology requirements. Therefore, due to the limited duration of construction activities, the limited amount of time equipment would be located adjacent to any specific sensitive receptor, and implementation of the In-Use Off-Road Diesel-Fueled Fleets Regulation, DPM generated by project construction is not expected to create conditions where the probability is greater than 10 in 1 million of contracting cancer for the Maximally Exposed Individual, or to generate ground-level concentrations of non-carcinogenic TACs that exceed a Hazard Index greater than 1 for the Maximally Exposed Individual.

Therefore, construction of the Northern and Southern Alignments would not expose sensitive receptors to substantial pollutant concentrations, and impacts would be less than significant.

Carbon Monoxide Hot Spots

A CO hot spot is an area of localized CO pollution that is caused by severe vehicle congestion on major roadways, typically near intersections. CO hot spots have the potential to violate state and federal CO standards at intersections, even if the broader basin is in attainment for federal and state levels. CO hot spots occur nearly exclusively at signalized intersections operating at level of service (LOS) E or F. Due to increased requirements for cleaner vehicles, equipment, and fuels, CO levels in the state have dropped substantially. All air basins are attainment or maintenance areas for CO. Therefore, more recent screening procedures based on more current methodologies have been developed. The SMAQMD developed a screening threshold in 2011, which states that any project involving an intersection experiencing 31,600 vehicles per hour or more will require detailed analysis. In addition, the Bay Area Air Quality Management District developed a screening threshold in 2010 which states that any project involving an intersection experiencing 44,000 vehicles per hour would require detailed analysis.

Project construction would generate vehicle trips in the form of trucks and worker commute vehicles. Based on the RCEM emission calculations prepared for project construction, up to 27 daily worker trips would occur for the Northern Alignment and 30 daily worker trips would occur for the Southern Alignment during peak construction activities. As discussed above, CO hot spots occur nearly exclusively at signalized intersections operating at LOS E or F. However, there are no signalized intersections in the vicinity of the Northern Alignment. The addition of 27 worker trips to other intersections used to access the Northern Alignment would not cause an intersection to operate at a failing LOS and would not significantly increase peak hourly volumes. Similarly, the only signalized intersection in the vicinity of the Southern Alignment is the intersection of De Portola Road and Butterfield Stage Road. However, construction activities would occur just east of the intersection, and volumes at this intersection are well less than 31,600 vehicle per hour. The addition of 30 worker trips to other intersections used to access the Southern Alignment would not cause an intersection to operate at a failing LOS and would not significantly increase peak hourly volumes. Construction vehicle generation would also be temporary. Therefore, construction of the Northern and Southern alignments would not generate CO hot spots, and impacts would be less than significant.

d. Less Than Significant Impact

Northern and Southern Alignments

The potential for an odor impact is dependent on a number of variables, including the nature of the odor source, distance between the receptor and odor source, and local meteorological conditions. During construction, diesel equipment may generate some nuisance odors from equipment exhaust. Additionally, paving activities have the potential to generate odors while laying asphalt. Sensitive receptors near the proposed sewer transmission lines include residential uses. However, exposure to odors associated with project construction would be short-term and temporary in nature. In addition, construction activities would be required to comply with SCAQMD Rule 402, which prohibits the discharge of odorous emissions that would create a public nuisance. Furthermore, per CARB's Airborne Toxic Control Measures 13 (California Code of Regulations Chapter 10 Section 2485), the applicant shall not allow idling time to exceed five minutes unless more time is required per engine

manufacturers' specifications or for safety reasons. Compliance with this regulation would reduce odors from equipment exhaust. Given the short-term nature of construction, compliance with SCAQMD Rule 402, and the distance to the nearest sensitive receptors, construction of the Northern and Southern alignments would not generate odors that would affect a substantial number of people, and impacts would be less than significant.

The following list provides some common types of facilities that are known producers of objectionable odors (Bay Area Air Quality Management District 2017). This list of facilities is not meant to be all-inclusive.

- Wastewater Treatment Plant
- Wastewater Pumping Facilities
- Sanitary Landfill
- Transfer Station
- Composting Facility
- Petroleum Refinery
- Asphalt Batch Plant
- Chemical Manufacturing
- Fiberglass Manufacturing
- Painting/Coating Operations
- Rendering Plant
- Coffee Roaster
- Food Processing Facility
- Confined Animal Facility/Feed Lot/Dairy
- Green Waste and Recycling Operations
- Metal Smelting Plants

The project does not include any of these uses that are typically associated with odor complaints. There would be no operational source of odors associated with the project, as both sewer transmission lines would be completely enclosed and underground. Therefore, operation of the Northern and Southern alignments would not generate substantial amounts of odors adversely affecting a substantial number of people, and impacts would be less than significant.

4.4 Biological Resources

Would the proposed project:

Issue	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Have substantial adverse effects, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or	☐	☒	☐	☐

Issue	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife (CDFW) or U.S. Fish and Wildlife Service (USFWS)?				
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the CDFW or USFWS?	☐	☐	☐	☒
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?	☐	☒	☐	☐
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☒	☐
e. Conflict with any local policies or ordinances protecting biological resources, such as tree preservation policy or ordinance?	☐	☐	☒	☐
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☒	☐

EXPLANATIONS:

The following section is based on the Biological Technical Report prepared by RECON for the Northern Alignment (Appendix B-1) and Southern Alignment (Appendix B-2).

a. Potentially Significant Unless Mitigation Incorporated

Northern Alignment

Vegetation Communities/Land Cover Types

A general biological resources survey was conducted for the Northern Alignment and surrounding 50-foot buffer. The survey area supports eight vegetation communities and land cover types: Riversidean sage scrub, disturbed Riversidean sage scrub, southern cottonwood/willow riparian, disturbed southern cottonwood/willow riparian, ornamental, tamarisk scrub, disturbed land, and urban/developed (Table 10; Figure 5).

Table 10
Vegetation Communities within the Northern Alignment Survey Area (acres)

Vegetation Community	Total Survey Area	Impacts
Riversidean sage scrub	0.15	0
Disturbed Riversidean sage scrub	0.27	0
Southern cottonwood/willow riparian	1.22	0
Disturbed Southern cottonwood/willow riparian	0.17	0
Tamarisk scrub	0.08	0
Ornamental	1.97	0
Disturbed land	23.77	9.21*
Urban/developed	12.67	10.78
TOTAL	**40.3**	**19.99**

*Includes acreage of potential staging areas outside of ROW.

Riversidean Sage Scrub. Riversidean sage scrub occurs in one small, isolated patch within the survey area, adjacent to the southwestern portion of Rancho California Road. The Riversidean sage scrub is dominated by native California buckwheat (*Eriogonum fasciculatum*) and contains additional native sage scrub species such as California sagebrush (*Artemisia californica*) and deerweed (*Acmispon glaber*).

Disturbed Riversidean Sage Scrub. Disturbed Riversidean sage scrub occurs in two small, isolated patches adjacent to Rancho California Road. These patches generally appear to have been mowed, grazed, or subject to some other form of disturbance, as they have low, sparse native sage scrub species, interspersed with non-native grasses and forbs. The disturbed Riversidean sage scrub has low to moderate vegetation cover and is dominated by native California buckwheat and non-native species such as tumbleweed (*Salsola* sp.) and shortpod mustard (*Hirschfeldia incana*).

Southern Cottonwood/Willow Riparian. Southern cottonwood/willow riparian habitat is found in isolated segments within the survey area, adjacent to Rancho California Road and East Benton Road. This vegetation community is dominated by narrow-leaved willow (*Salix exigua*), red willow (*Salix laevigata*), and Fremont cottonwood (*Populus fremontii*), and contains a moderately vegetated understory comprised of mule fat (*Baccharis salicifolia*).

Image Source: NearMap (flown September 2023)

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- Project Alignment
- Survey Area
- Project Impact Area
- Potential Burrowing Owl Burrow
- Downy Woodpecker (*Dryobates pubescens*) Detected Visually and Audibly

Vegetation Community

- Southern Cottonwood/Willow Riparian
- Disturbed Riversidean Sage Scrub
- Ornamental
- Disturbed Land
- Urban/Developed

0 Feet 100

FIGURE 5.1
Existing Biological Resources within Northern Alignment

Image Source: NearMap (flown September 2023)

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- Project Alignment
- Survey Area
- Project Impact Area
- Least Bell's Vireo (*Vireo bellii pusillis*) Detected Audibly

Vegetation Community

- Southern Cottonwood/Willow Riparian
- Disturbed Southern Cottonwood/Willow Riparian
- Riversidean Sage Scrub
- Disturbed Riversidean Sage Scrub
- Ornamental
- Disturbed Land
- Urban/Developed

0 Feet 100

FIGURE 5.2
Existing Biological Resources within Northern Alignment

Image Source: NearMap (flown September 2023)

Project Alignment
Survey Area
Project Impact Area

Vegetation Community
Ornamental
Disturbed Land
Urban/Developed

0 Feet 100

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FIGURE 5.3
Existing Biological Resources within Northern Alignment

Image Source: NearMap (flown September 2023)

Project Alignment
Survey Area
Potential Staging Area
Project Impact Area

Vegetation Community
Ornamental
Disturbed Land
Urban/Developed

0 Feet 100

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FIGURE 5.4
Existing Biological Resources within Northern Alignment

Image Source: NearMap (flown September 2023)

Project Alignment
Survey Area
Project Impact Area

Vegetation Community
Ornamental
Disturbed Land
Urban/Developed

0 Feet 100

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FIGURE 5.5
Existing Biological Resources within Northern Alignment

Image Source: NearMap (flown September 2023)

Project Alignment
Survey Area
Potential Staging Area
Project Impact Area

Vegetation Community
Ornamental
Disturbed Land
Urban/Developed

0 Feet 100

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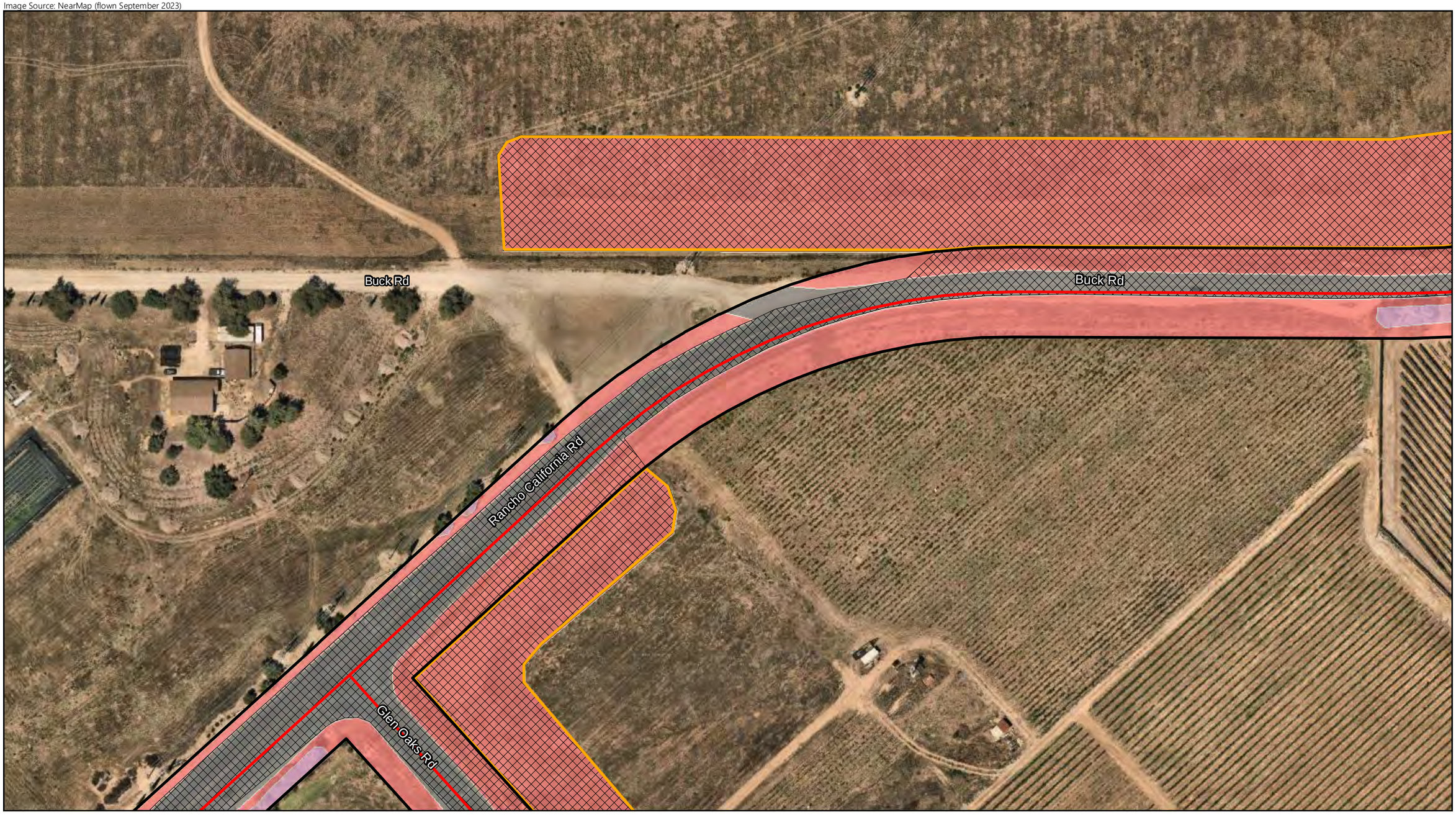
FIGURE 5.6
Existing Biological Resources within Northern Alignment

Image Source: NearMap (flown September 2023)



Project Alignment
Survey Area
Potential Staging Area
Project Impact Area

Vegetation Community
Ornamental
Disturbed Land
Urban/Developed

0 Feet 100

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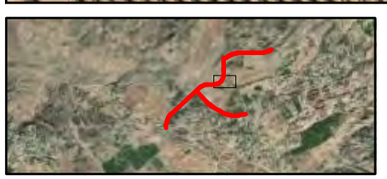
FIGURE 5.7
Existing Biological Resources within Northern Alignment

Image Source: NearMap (flown September 2023)



Project Alignment
Survey Area
Potential Staging Area
Project Impact Area

Vegetation Community
Ornamental
Disturbed Land
Urban/Developed

0 Feet 100

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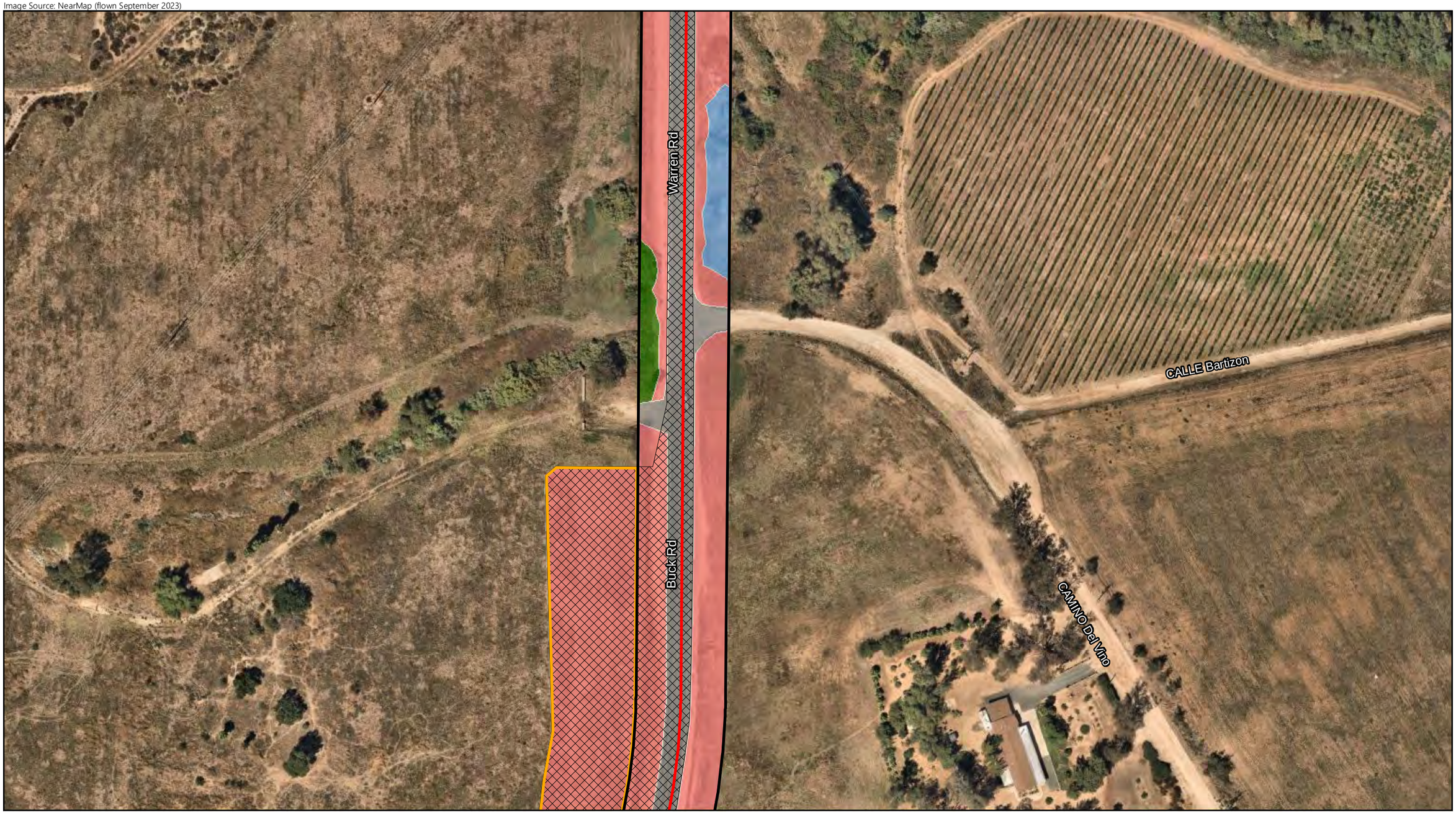
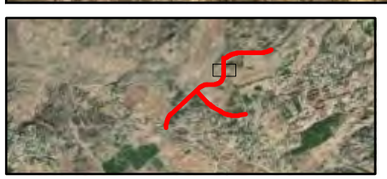
FIGURE 5.8
Existing Biological Resources within Northern Alignment

Image Source: NearMap (flown September 2023)





Project Alignment
Survey Area
Potential Staging Area
Project Impact Area

Vegetation Community
Tamarisk Scrub
Disturbed Southern Cottonwood/Willow Riparian
Disturbed Land
Urban/Developed

0 Feet 100

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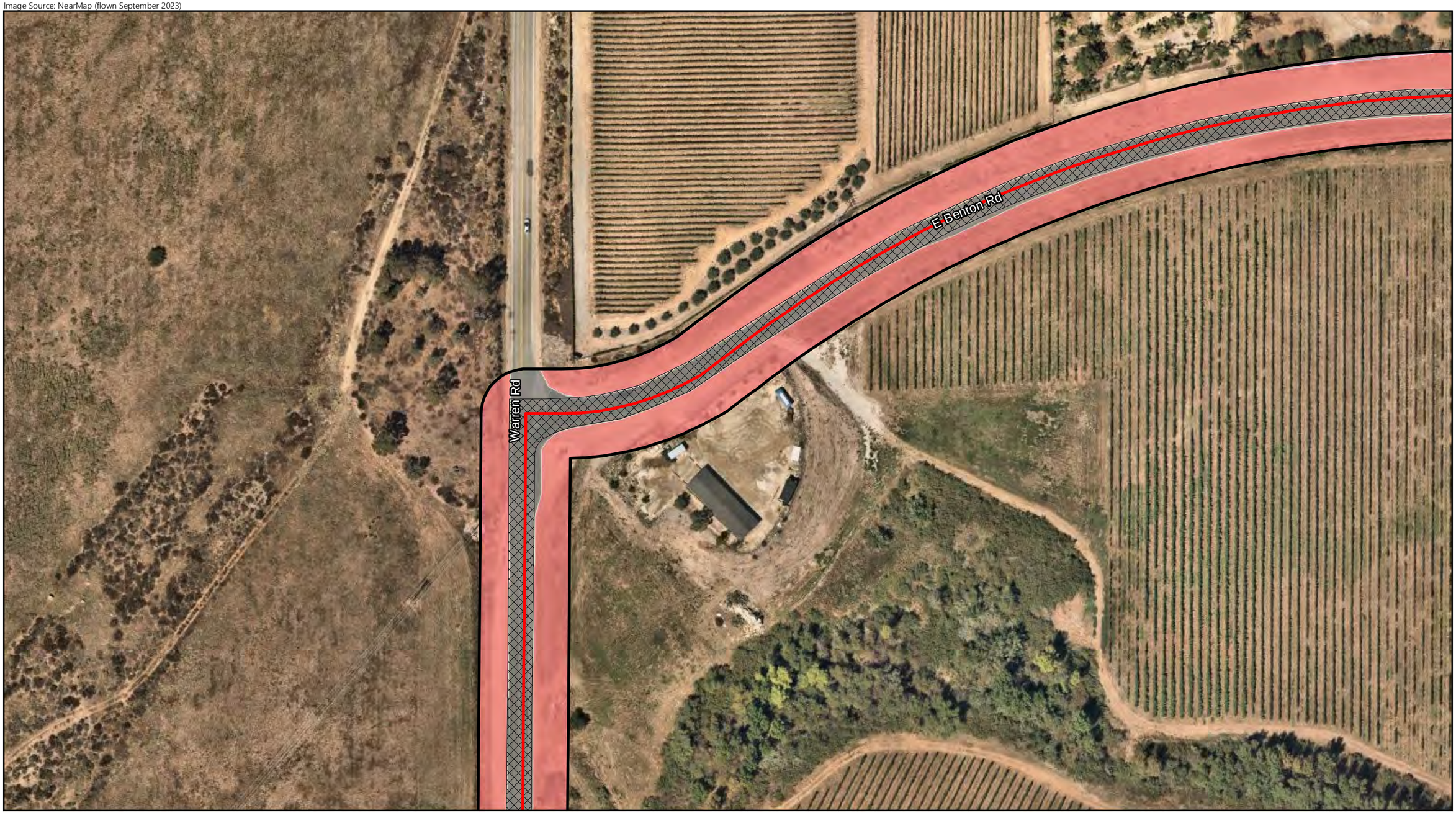
FIGURE 5.9
Existing Biological Resources within Northern Alignment

Image Source: NearMap (flown September 2023)



Project Alignment
Survey Area
Project Impact Area

Vegetation Community
Ornamental
Disturbed Land
Urban/Developed

0 Feet 100

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FIGURE 5.10
Existing Biological Resources within Northern Alignment

Image Source: NearMap (flown September 2023)

Project Alignment
Survey Area
Project Impact Area

Vegetation Community
Ornamental
Disturbed Land
Urban/Developed

0 Feet 100

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FIGURE 5.11
Existing Biological Resources within Northern Alignment

Image Source: NearMap (flown September 2023)

Project Alignment
Survey Area
Project Impact Area

Vegetation Community
Southern Cottonwood/Willow Riparian
Disturbed Land
Urban/Developed

0 Feet 100

RECON

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FIGURE 5.12
Existing Biological Resources within Northern Alignment

Disturbed Southern Cottonwood/Willow Riparian. Disturbed southern cottonwood/willow riparian habitat is found in isolated segments within the survey area, adjacent to Rancho California Road and Warren Road. Disturbed southern cottonwood/willow riparian habitat within the survey area occurs adjacent to the central portion of the roadway. This vegetation community contains native riparian tree species, such as narrow-leaved willow, red willow, and Fremont cottonwood, but also contains non-native and ornamental species, such as Brazilian pepper tree (*Schinus terebinthifolius*) and Peruvian pepper tree (*Schinus molle*).

Tamarisk Scrub. Tamarisk scrub is found in a small, isolated patch within the survey area, adjacent to Warren Road. Tamarisk scrub within the survey area occurs adjacent to the central portion of the roadway. This vegetation community is dominated by salt cedar (*Tamarix ramosissima*).

Ornamental. Ornamental trees and shrubs are found throughout the survey area, adjacent to roadways and developments. This vegetation community contains non-native tree and shrub species, including non-native rose (*Rosa* sp.), French lavender (*Lavandula stoechas*), gum tree (*Eucalyptus* sp.), Brazilian pepper tree, and Peruvian pepper tree.

Disturbed Land. Disturbed land is found throughout the survey area, adjacent to paved roadways and residential developments. Disturbed land within the survey area occurs as bare ground or previously disturbed soils dominated by non-native species, such as tumbleweed, redstem filaree (*Erodium cicutarium*), and big heron bill (*Erodium botrys*). Some areas within this habitat type appear to be associated with fallow agricultural fields or former agricultural use.

Urban/Developed. Urban/developed accounts for the majority of the survey area and occurs primarily as paved roadways with occasional unpaved roadways and driveways interspersed throughout the survey area. This land cover type contains no vegetative cover.

As shown in Table 10 above, direct impacts would be limited to urban/developed land within existing roadways and disturbed land adjacent to roadways. Urban/developed land and disturbed land are not considered sensitive, and impacts would be considered less than significant.

Wildlife Species

One sensitive wildlife species, least Bell's vireo, was detected during a focused survey. One other sensitive wildlife species, downy woodpecker (*Dryobates [=Picoides] pubescens*), was detected during the general biological survey. Six other sensitive wildlife species were determined to have a moderate potential to occur in the survey area: burrowing owl, ferruginous hawk (*Buteo regalis*), northern harrier (*Circus hudsonius*), Stephens' kangaroo rat (*Dipodomys stephensi*), San Diego black-tailed jackrabbit (*Lepus californicus bennettii*), and California glossy snake (*Arizona elegans occidentalis*). In addition, focused surveys were conducted for coastal California gnatcatcher to determine species presence/absence.

Coastal California Gnatcatcher. The coastal California gnatcatcher is federally listed as threatened, a CDFW species of special concern, and an Multiple Species Habitat Conservation Program (MSHCP) covered species (CDFW 2023; Western Riverside County Regional Conservation Authority [WRCRCA] 2003). This species is not expected to occur within the project site and was not observed within the Riversidean sage scrub adjacent to the project site during protocol surveys in 2023. The scrub habitat

adjacent to the project site is limited to small, isolated patches bounded by urban/developed land and lacks connectivity to open space areas with suitable habitats. Therefore, the project would not impact coastal California gnatcatcher.

Ferruginous Hawk. The ferruginous hawk is a CDFW watch list species and an MSHCP covered species (CDFW 2023; WRCRCA 2003). This species was not observed during surveys and it is not expected to occur within the developed roadways associated with the project; however, it has a moderate potential to forage in the disturbed land within the potential staging areas of the project site due to the presence of suitable habitat. This species is a winter migrant and is not known to nest in southern California. Therefore, the project would not impact ferruginous hawk.

California Glossy Snake. The California glossy snake is a CDFW species of special concern (CDFW 2023). This species was not observed during surveys and it is not expected to occur within the developed roadways associated with the project; however, it has a moderate potential to occur within the potential staging areas for the project site due to the presence of suitable disturbed habitat with loose soils, and therefore may be impacted through incidental mortality from vegetation removal and construction activities. However, this species if present likely occurs on-site in low numbers, and the project would be expected to result in the loss of very few individuals, if any. The potential loss of these individuals would not reduce the population to less than self-sustaining. Therefore, impacts would be considered less than significant.

San Diego Black-tailed Jackrabbit. The San Diego black-tailed jackrabbit is an MSHCP covered species (WRCRCA 2003). This species was not observed during surveys and it is not expected to occur within the developed roadways associated with the project; however, it has a moderate potential to occur in the disturbed land within the potential staging areas. The project has potential to result in direct impacts to San Diego black-tailed jackrabbit through incidental mortality from vegetation removal and construction activities in the disturbed land within the potential staging areas. However, this species if present likely occurs on-site in low numbers, and the project would be expected to result in the loss of very few individuals, if any. The potential loss of these individuals would not reduce the population to less than self-sustaining. Therefore, impacts would be considered less than significant.

Least Bell's Vireo. The least Bell's vireo is federally and state listed as endangered, and an MSHCP covered species (CDFW 2023; WRCRCA 2003). One least Bell's vireo was detected within southern cottonwood/willow riparian habitat adjacent to Rancho California Road (see Figure 5). Based on the survey results, least Bell's vireo is assumed to be present in all southern cottonwood/willow riparian and disturbed southern cottonwood/willow riparian adjacent to the project site, outside of the project impact area. As such, direct impacts to least Bell's vireo are not anticipated as the project would be limited to the developed roadway and the project would avoid removal of suitable riparian habitat. However, due to the proximity of potentially suitable riparian habitat to work areas, indirect impacts as a result of construction noise during the breeding season (March 15 through September 15) could result if this species were to nest adjacent to the project site. This would be considered a significant impact. Implementation of mitigation measure BIO-1 would reduce this impact to a level less than significant.

Burrowing Owl. The burrowing owl is a CDFW species of special concern and an MSHCP covered species (CDFW 2023; WRCRCA 2003). No burrowing owl, burrows or sign were noted within the project site; however, the disturbed land in the potential staging areas contains suitable foraging

habitat. In addition, one suitable burrow was noted adjacent to Rancho California Road, outside the project impact area. Therefore, vegetation removal during construction would have the potential to impact burrowing owl, which would be considered significant. Implementation of mitigation measure BIO-2 would reduce this impact to a level less than significant.

Stephens' Kangaroo Rat. The Stephens' kangaroo rat is a federally listed endangered, a state listed threatened species, and an MSHCP and Stephens' Kangaroo Rat Habitat Conservation Program covered species (CDFW 2023; WRCRCA 2003). No Stephens' kangaroo rat or signs of the species were observed during surveys and this species is not expected to occur within the developed roadways associated with the project; however, it has a moderate potential to occur within the disturbed land in the potential staging areas. These areas are typified by dense non-native grasses and forbs that lack suitable open areas for this species; however, they appear to be subject to periodic mowing and/or tilling and may contain suitable open, low-lying vegetation for portions of the year. Therefore, vegetation removal and construction activities would have the potential to impact Stephens' kangaroo rat, which would be considered significant. Implementation of mitigation measure BIO-3 would reduce this impact to a level less than significant.

Downy Woodpecker. The downy woodpecker is a MSHCP covered species (WRCRCA 2003). This species was detected visually and audibly during the general biological survey within the cottonwood/willow riparian habitat adjacent to Rancho California Road (see Figure 5). As such, downy woodpecker is assumed to be present in all southern cottonwood/willow riparian and disturbed southern cottonwood/willow riparian adjacent to the project site, outside of the project impact area. Therefore. potential direct and indirect impacts could result to downy woodpecker should construction activities occur during the general avian and raptor breeding season (January 1 through August 31), which would be considered significant. Implementation of mitigation measure BIO-4 would reduce this impact to a level less than significant.

Northern Harrier. The northern harrier is a CDFW species of special concern and an MSHCP covered species (CDFW 2023; WRCRCA 2003). This species was not observed during surveys and it is not expected to occur within the developed roadways associated with the project; however, it has a moderate potential to occur in the disturbed land within the potential staging areas of the project site due to the presence of suitable foraging habitat. Therefore, potential direct and indirect impacts could result to northern harrier should construction activities occur during the general avian and raptor breeding season (January 1 through August 31), which would be considered significant. Implementation of mitigation measure BIO-4 would reduce this impact to a level less than significant.

Migratory and Nesting Birds. The majority of the project site and adjacent vegetation communities and land cover types have potential to support migratory and nesting bird species. Urban-adapted species have been known to nest within ornamental vegetation or the eaves of houses or openings in structures. Ground nesting species have the potential to nest within the disturbed land and open areas found within the urban/developed land within and adjacent to the project site. Potential direct and indirect impacts could result to nesting and migratory birds should construction activities occur during the general avian and raptor breeding season (January 1 through August 31). Potential direct impacts could result from vegetation removal and construction activities in the disturbed land within the proposed staging areas. Indirect noise impacts may also occur to migratory and nesting birds if they are nesting in the adjacent habitat. These species are protected by the CFGC Section 3503.5

and impacts to nesting individuals would be considered significant. Implementation of mitigation measure BIO-4 would reduce this impact to a level less than significant.

Plant Species

One sensitive plant species, ashy spike-moss (*Selaginella cinerascens*), was observed in the Riversidean sage scrub habitat within the survey area. This species is given a CRPR 4.1 by CNPS (CNPS 2023. It occurs in scrub and chaparral habitats on a wide range of soil types (Baldwin et al. 2012, Reiser 2001). No other sensitive plants were observed within or adjacent to the survey during the biological survey and none have a moderate or high potential to occur. Furthermore, construction activities will mainly occur within existing roads and road rights-of-way, the majority of the project area constitutes urban/developed land or disturbed land and is not suitable to support sensitive plant species such as ashy spike-moss. Therefore, the project would not impact any sensitive plant species.

Southern Alignment

A general biological survey was conducted for the Southern Alignment and surrounding 50-foot buffer. The survey area supports four vegetation communities and land cover types: agriculture, ornamental, disturbed land, and urban/developed (Table 11; Figure 6).

Table 11
Vegetation Communities/Land Cover Types within the Southern Alignment Survey Area (acres)

Vegetation Community/Land Cover Type	Total Survey Area	Impacts
Agriculture	0.46	0
Ornamental	18.39	2.91
Disturbed land	30.05	23.87*
Urban/developed	22.78	17.85
TOTAL	**71.68**	**44.63**

*Includes potential staging areas located outside of right-of-way. Actual area used for staging will be determined and refined based on access agreements negotiated at the time of construction.

Descriptions of ornamental, disturbed land, and urban/developed are provided above.

Agriculture

Agricultural lands are found south of the central portion of De Portola Road. The majority of the agricultural lands appeared to have been recently cleared of vegetation and contain mostly bare ground with sparse non-native weedy species throughout.

As shown in Table 11 above, direct impacts would be limited to urban/developed land within existing roadways and ornamental and disturbed land adjacent to roadways. Ornamental, urban/developed land, and disturbed land are not considered sensitive, and impacts would be considered less than significant.

Image Source: NearMap (flown September 2023)

Project Alignment
Potential Staging Area
Project Impact Area
Survey Area

Vegetation Community
Disturbed Land
Urban/Developed

0 Feet 100

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FIGURE 6.1
Existing Biological Resources within Southern Alignment

Image Source: NearMap (flown September 2023)

Project Alignment
Potential Staging Area
Project Impact Area
Survey Area

Vegetation Community
Disturbed Land
Urban/Developed

0 Feet 100

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FIGURE 6.2
Existing Biological Resources within Southern Alignment

Image Source: NearMap (flown September 2023)

Project Alignment
Potential Staging Area
Project Impact Area
Survey Area
Agricultural Ditch

Vegetation Community
Agriculture
Disturbed Land
Urban/Developed

0 Feet 100

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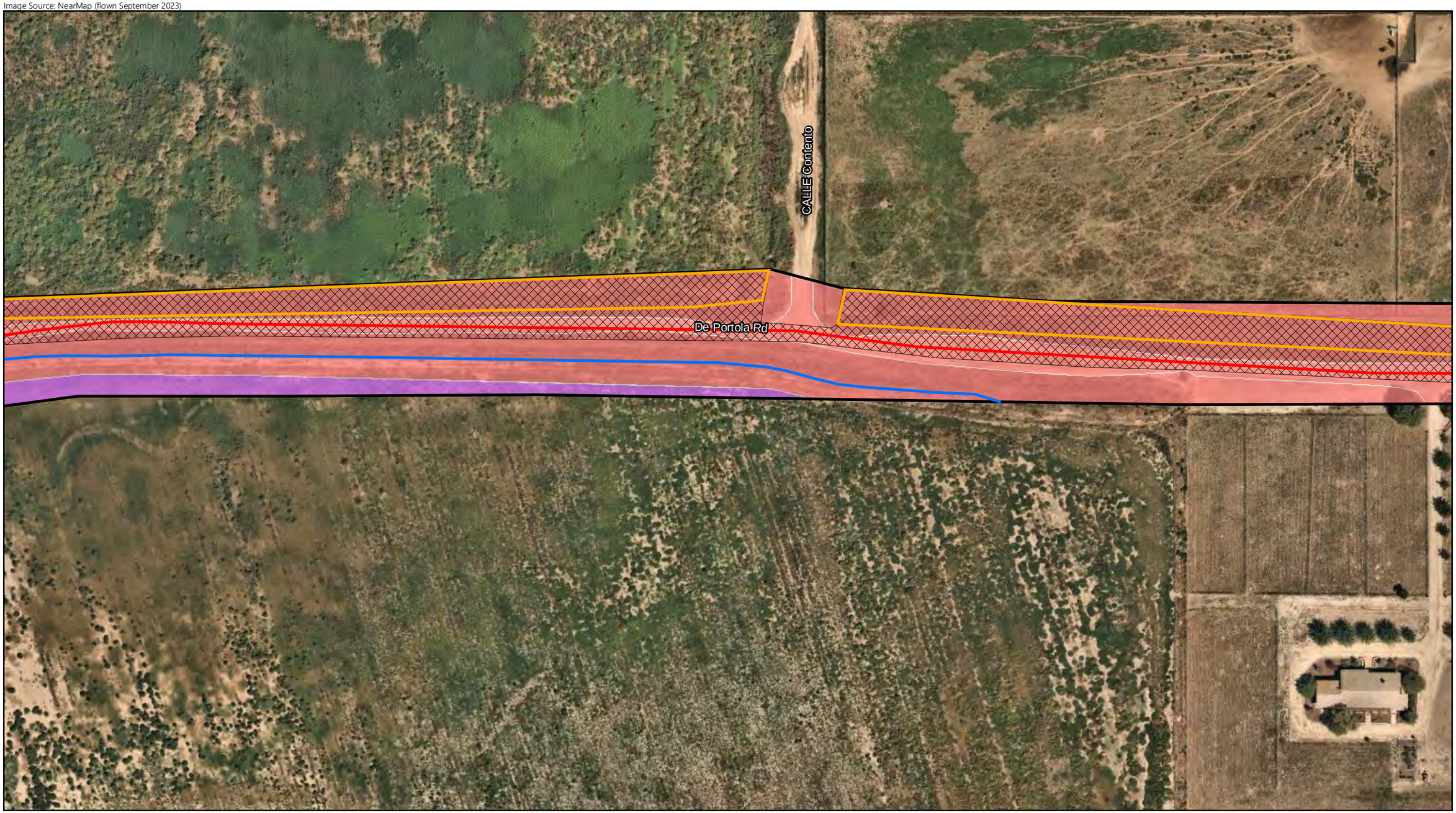
FIGURE 6.3
Existing Biological Resources within Southern Alignment

Image Source: NearMap (flown September 2023)



Project Alignment
Potential Staging Area
Project Impact Area
Survey Area
Agricultural Ditch

Vegetation Community
Agriculture
Disturbed Land

0 Feet 100

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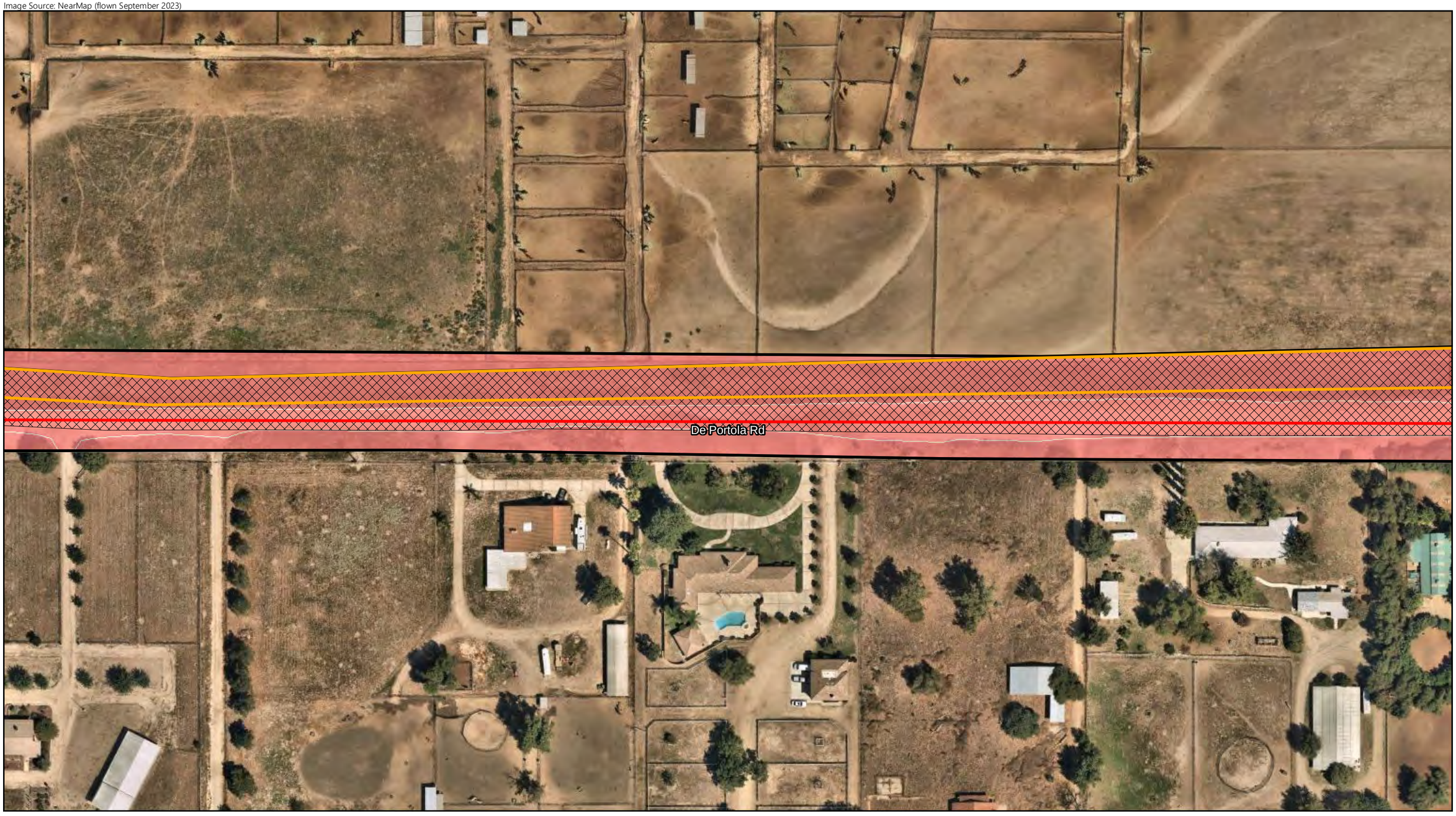
FIGURE 6.4
Existing Biological Resources within Southern Alignment

Image Source: NearMap (flown September 2023)



Project Alignment
Potential Staging Area
Project Impact Area
Survey Area

Vegetation Community
Disturbed Land

0 Feet 100

RECON

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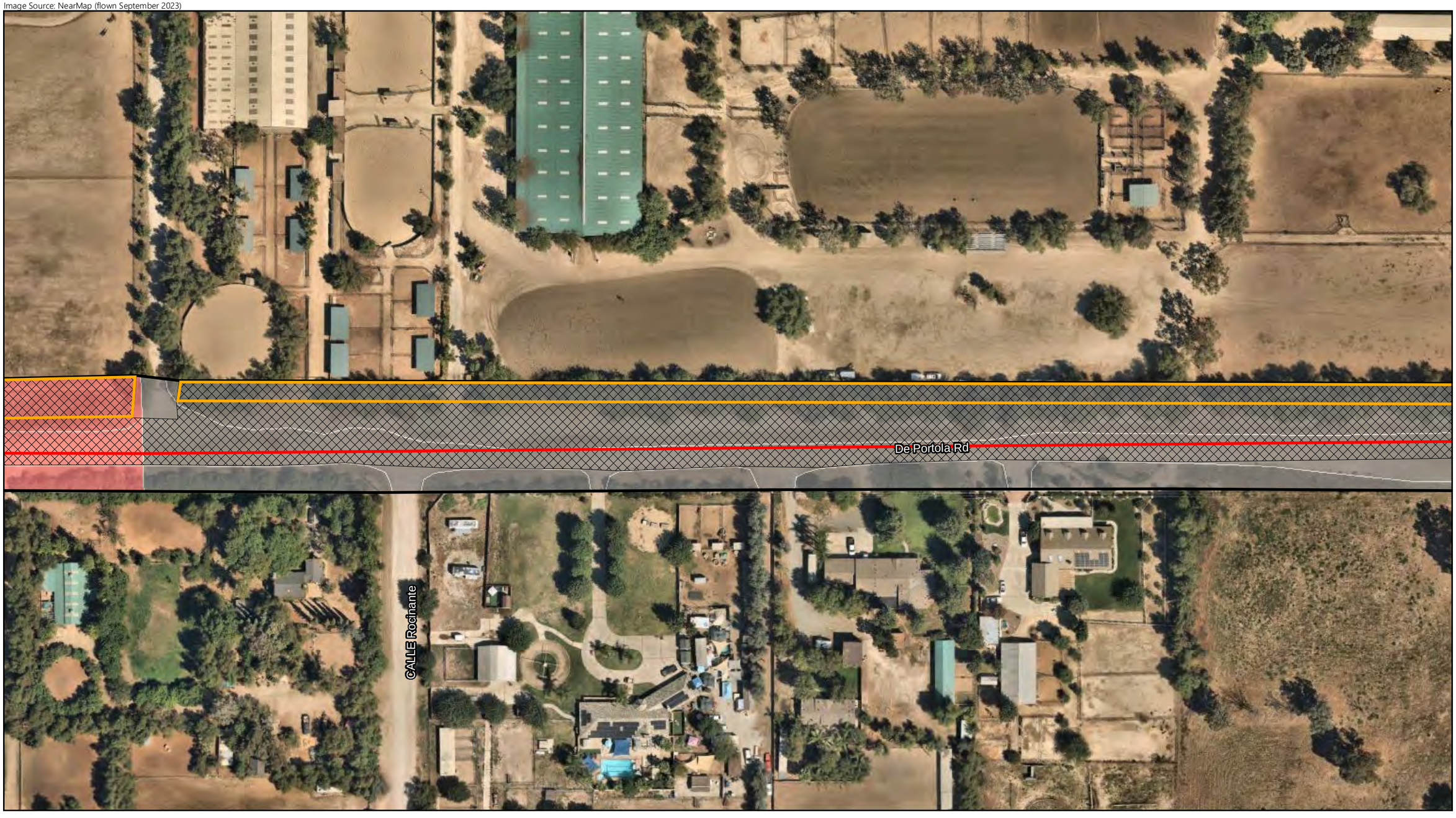
FIGURE 6.5
Existing Biological Resources within Southern Alignment

Image Source: NearMap (flown September 2023)



Project Alignment
Potential Staging Area
Project Impact Area
Survey Area

Vegetation Community
Disturbed Land
Urban/Developed

0 Feet 100

RECON

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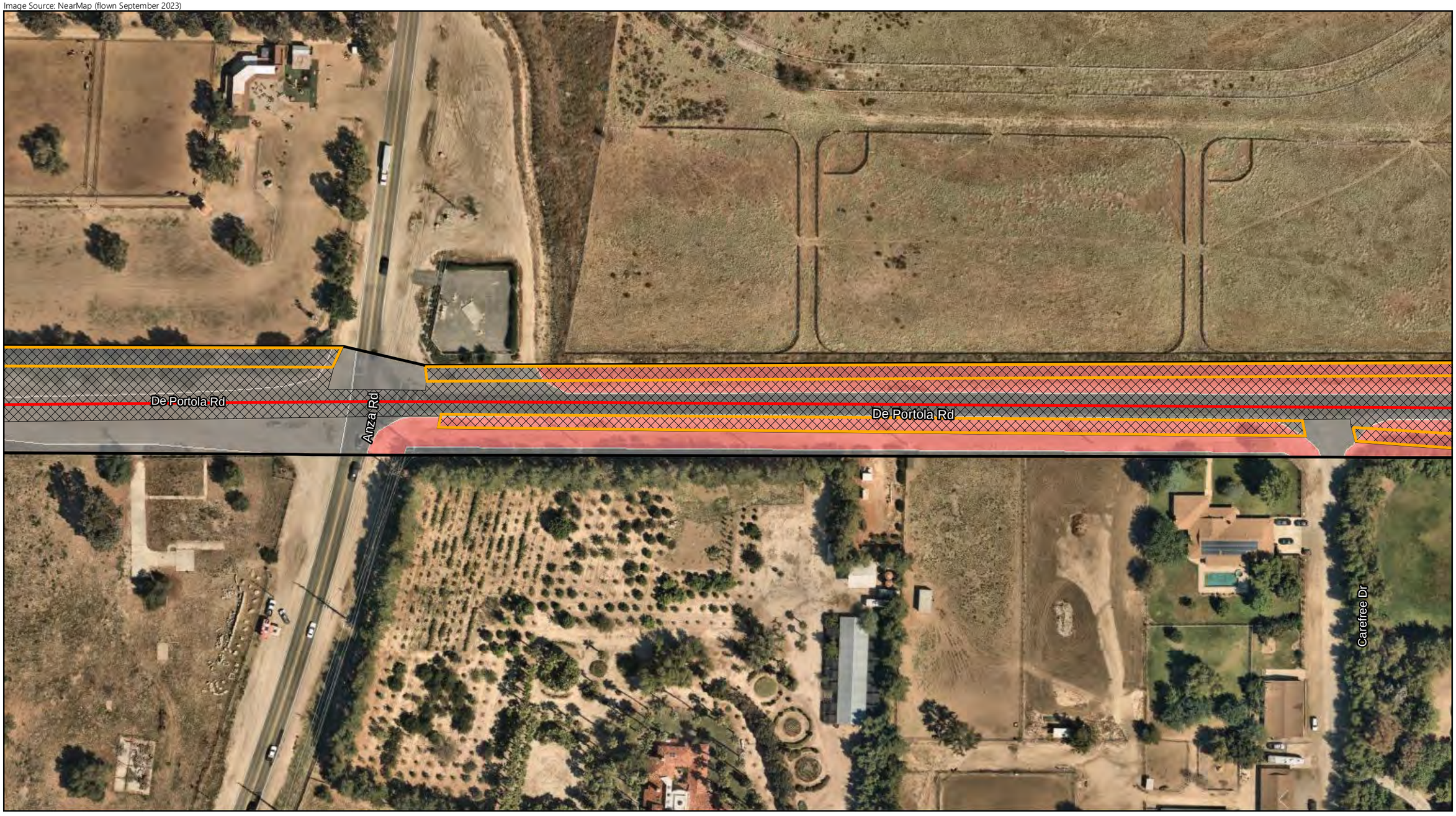
FIGURE 6.6
Existing Biological Resources within Southern Alignment

Image Source: NearMap (flown September 2023)



Project Alignment
Potential Staging Area
Project Impact Area
Survey Area

Vegetation Community
Disturbed Land
Urban/Developed

0 Feet 100

RECON

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FIGURE 6.7
Existing Biological Resources within Southern Alignment

Image Source: NearMap (flown September 2023)

Project Alignment
Potential Staging Area
Project Impact Area
Survey Area

Vegetation Community
Ornamental
Disturbed Land
Urban/Developed

0 Feet 100

RECON

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FIGURE 6.8
Existing Biological Resources within Southern Alignment

Image Source: NearMap (flown September 2023)

Project Alignment
Potential Staging Area
Project Impact Area
Survey Area

Vegetation Community
Ornamental
Disturbed Land
Urban/Developed

0 Feet 100

RECON

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FIGURE 6.9
Existing Biological Resources within Southern Alignment

Image Source: NearMap (flown September 2023)

Project Alignment
Potential Staging Area
Project Impact Area
Survey Area

Vegetation Community
Ornamental
Disturbed Land
Urban/Developed

0 Feet 100

RECON

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FIGURE 6.10
Existing Biological Resources within Southern Alignment

Image Source: NearMap (flown September 2023)

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- Project Alignment
- Potential Staging Area
- Project Impact Area
- Survey Area
- Culvert
- Culverted Non-vegetated Drainage
- Agricultural Ditch

Vegetation Community

- Ornamental
- Disturbed Land
- Urban/Developed

0 Feet 100

FIGURE 6.11
Existing Biological Resources within Southern Alignment

Image Source: NearMap (flown September 2023)

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- Project Alignment
- Potential Staging Area
- Project Impact Area
- Survey Area
- Agricultural Ditch

Vegetation Community

- Ornamental
- Disturbed Land
- Urban/Developed

0 Feet 100

FIGURE 6.12

Existing Biological Resources within Southern Alignment

Image Source: NearMap (flown September 2023)

Project Alignment
Potential Staging Area
Project Impact Area
Survey Area

Vegetation Community
Ornamental
Disturbed Land
Urban/Developed

0 Feet 100

RECON

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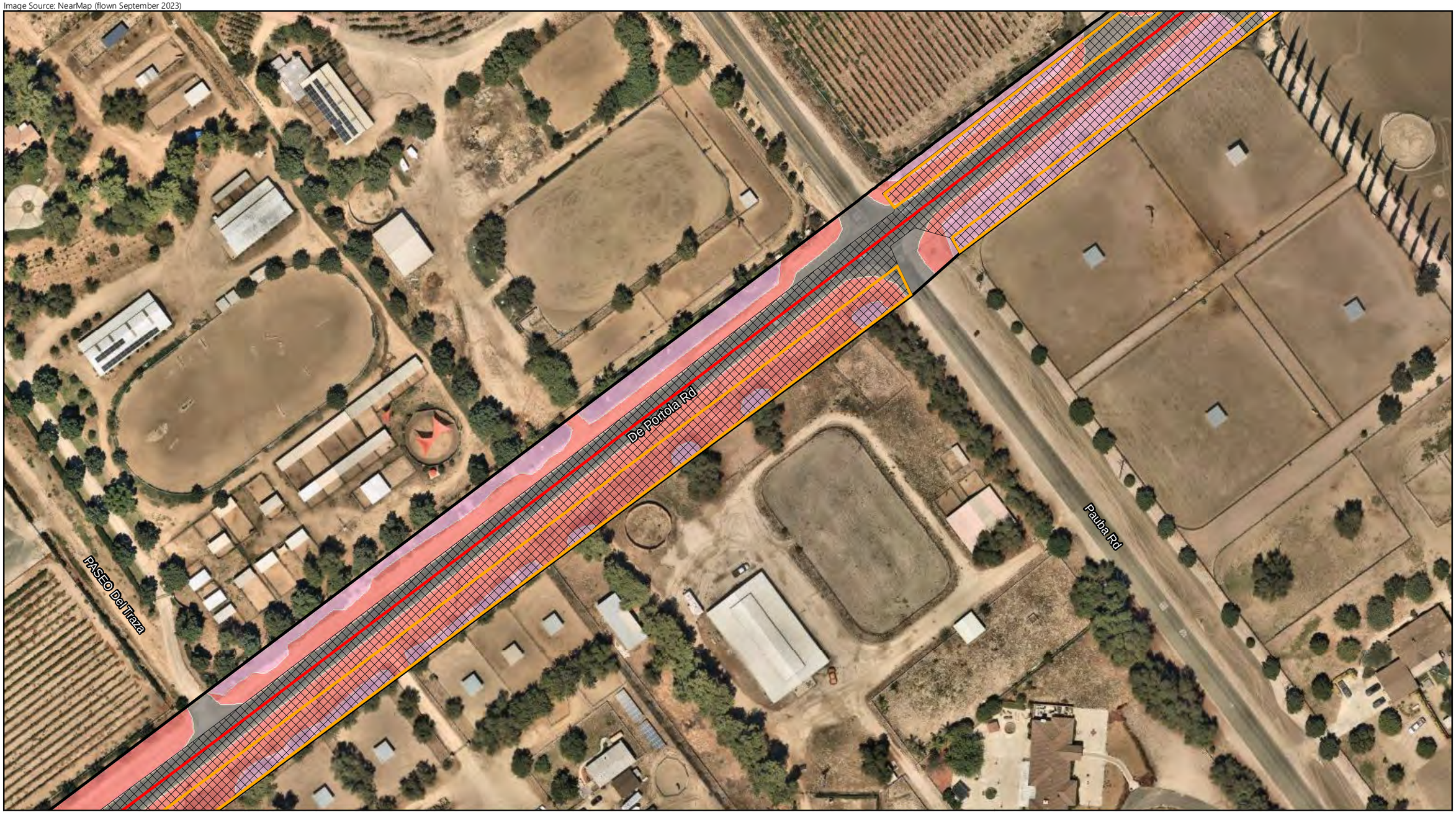
FIGURE 6.13
Existing Biological Resources within Southern Alignment

Image Source: NearMap (flown September 2023)



Project Alignment
Potential Staging Area
Project Impact Area
Survey Area

Vegetation Community
Ornamental
Disturbed Land
Urban/Developed

0 Feet 100

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FIGURE 6.14
Existing Biological Resources within Southern Alignment

Image Source: NearMap (flown September 2023)

Project Alignment
Potential Staging Area
Project Impact Area
Survey Area

Vegetation Community
Ornamental
Disturbed Land
Urban/Developed

0 Feet 100

RECON

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FIGURE 6.15
Existing Biological Resources within Southern Alignment

Image Source: NearMap (flown September 2023)

Project Alignment
Potential Staging Area
Project Impact Area
Survey Area

Vegetation Community
Ornamental
Disturbed Land
Urban/Developed

0 Feet 100

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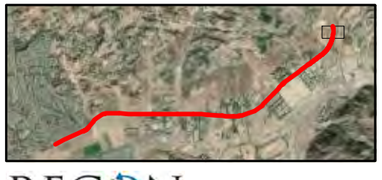
FIGURE 6.16
Existing Biological Resources within Southern Alignment

Image Source: NearMap (flown September 2023)



Project Alignment
Potential Staging Area
Project Impact Area
Survey Area

Vegetation Community
Disturbed Land
Urban/Developed

0 Feet 100

RECON

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FIGURE 6.17
Existing Biological Resources within Southern Alignment

Wildlife Species

No sensitive wildlife species were detected within or adjacent to the survey area during biological surveys. However, six sensitive wildlife species are determined to have a moderate potential to occur in the project site: burrowing owl, ferruginous hawk (*Buteo regalis*), northern harrier (*Circus hudsonius*), Stephen's kangaroo rat (*Dipodomys stephensi*), San Diego black-tailed jackrabbit (*Lepus californicus bennettii*), and California glossy snake (*Arizona elegans occidentalis*). Impacts associated with all six of these species, as well as migratory and nesting Birds, would be the same as described above for the Northern Alignment. Therefore, implementation of mitigation measures BIO-1 through BIO-4 would reduce impacts on sensitive wildlife species and migratory and nesting birds to a level less than significant.

Plant Species

No sensitive plants were observed within or adjacent to the survey area during biological surveys and none have a moderate or high potential to occur within the Southern Alignment. Most portions of the Southern Alignment consist of urban/developed land and disturbed land that are not suitable to support sensitive plant species. The agricultural land is subject to repeated soil disturbance for cultivation purposes with sandy loam being the primary soil type in these areas. Therefore, the project would not impact any sensitive plant species.

b. No Impact

Northern and Southern Alignments

Direct impacts associated with the Northern and Southern alignments would be limited to ornamental, disturbed land, and urban/developed land, which are not considered sensitive riparian habitat. Therefore, the proposed project would not have a substantial direct adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the CDFW or USFWS. No impact would occur.

c. Potentially Significant Unless Mitigation Incorporated

Northern Alignment

The general biological resources survey for the Northern Alignment identified several culverted drainage channels travel under Rancho California Road, Warren Road, East Benton Road, and De Portola Road (Figure 7). The culverted drainage channels are associated with ephemeral drainages and riparian habitat adjacent to these roadways with the survey area (see Figure 7). The culverted drainage channels underlying the roadways and ephemeral drainages adjacent to the roadways would likely be considered waters of the state under Regional Water Quality Control Board (RWQCB) and CDFW jurisdiction, as well as MSHCP riverine resources.

Image Source: NearMap (flown September 2023)

Project Alignment
Survey Area
Project Impact Area
Culvert

Aquatic Resources
Wetland
Culverted Non-vegetated Drainage
Drainage

0 Feet 100

RECON

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FIGURE 7.1
Existing Aquatic Resources within Northern Alignment

Image Source: NearMap (flown September 2023)

Project Alignment
Survey Area
Project Impact Area
Culvert

Aquatic Resources
Wetland
Disturbed Wetland
Culverted Non-vegetated Drainage
Drainage

0 Feet 100

RECON

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FIGURE 7.2
Existing Aquatic Resources within Northern Alignment

Image Source: NearMap (flown September 2023)

Project Alignment
Survey Area
Potential Staging Area
Project Impact Area
Culvert

Aquatic Resources
Wetland
Disturbed Wetland
Culverted Non-vegetated Drainage
Drainage

0 Feet 100

RECON

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FIGURE 7.3
Existing Aquatic Resources within Northern Alignment

Image Source: NearMap (flown September 2023)

Project Alignment
Survey Area
Project Impact Area
Culvert

Aquatic Resources
Wetland
Culverted Non-vegetated Drainage
Drainage

0 Feet 100

RECON

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FIGURE 7.4
Existing Aquatic Resources within Northern Alignment

Several riparian areas associated with ephemeral drainages occur in the northern segment of the survey area adjacent to Rancho California Road, Warren Road, and East Benton Road (see Figure 5). The riparian areas and ephemeral drainages adjacent to the roadways would likely be considered waters of the state under RWQCB and CDFW jurisdiction. However, a formal aquatic resources delineation was not conducted because the project would avoid direct impacts to potentially jurisdictional non-wetland waters by using jack and bore and/or trenchless techniques. Nonetheless, the project has potential to result in indirect impacts to potential jurisdictional resources occurring adjacent to the project site which would be considered significant. Implementation of mitigation measure BIO-5 would reduce impacts to a level less than significant.

Southern Alignment

No potential jurisdictional wetlands or non-wetland waters were observed within the survey area of the Southern Alignment. An unlined roadside ditch occurs within and adjacent to the survey area (see Figure 5). The ditch appears to be manmade and associated with the adjacent agricultural fields and does not show evidence that it was constructed within a naturally occurring drainage. As such, the roadside ditch is not anticipated to be considered jurisdictional under U.S. Army Corps of Engineers (USACE), RWQCB, or CDFW. Therefore, implementation of the Southern Alignment would not have a substantial adverse effect on state or federally protected wetlands. No impact would occur.

d. Less Than Significant Impact

Northern and Southern Alignments

The Northern and Southern alignments are located on major thoroughfares that are primarily surrounded by a mosaic of agricultural and rural-residential development interspersed with unimproved lots. Surrounding open space may support wildlife movement; however, any movement from these areas through the proposed alignments are ultimately restricted by existing roadways. Also, the proposed alignments are unlikely to support wildlife nursery sites or large roosting or breeding colonies due to their disturbed and developed nature. Therefore, the proposed project would not interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites, and impacts would be less than significant.

e. Less Than Significant Impact

Northern and Southern Alignments

The footprints of the Northern and Southern alignments do not possess any trees. All other potential impacts to biological resources have been addressed in Section 4.4a through 4.4d above. Therefore, the project would not conflict with any local policies or ordinances protecting biological resources, such as tree preservation policy or ordinance, and impacts would be less than significant.

f. Less Than Significant Impact

Northern and Southern Alignments

Both the Northern and Southern alignments are located within the Western Riverside County MSHCP area (County of Riverside 2003). The MSHCP was designed to conserve approximately 500,000 acres

of habitat, including 347,000 acres of existing conservation on public and quasi-public land and 153,000 acres of conservation on privately owned lands. Areas of privately owned lands considered for potential conservation are identified as Criteria Cells, which are intended to facilitate assessment of conservation potential under the MSHCP. In this way, the MSHCP directs future conservation efforts to occur within these Criteria Cells. As described in Section 4.4a above, the Northern and Southern alignments would not impact any sensitive habitats, and would mitigate impacts to sensitive wildlife species to a level less than significant, thereby maintaining consistency with the Western Riverside County MSHCP. Therefore, the proposed project would not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan, and impacts would be less than significant.

MITIGATION MEASURES

BIO-1: Least Bell's Vireo

Between March 15 and September 15, no construction activities shall occur within any portion of the project site where construction activities would result in noise levels exceeding 60 A-weighted decibels [dB(A)] hourly average (or ambient, whichever is higher) at the edge of occupied least Bell's vireo habitat. An analysis showing that noise generated by construction activities would not exceed 60 dB(A) hourly average at the edge of occupied habitat must be completed by a qualified acoustician (possessing current noise engineer license or registration with monitoring noise level experience with listed animal species) and approved by the District at least two weeks prior to the commencement of construction activities. Prior to the commencement of construction activities during the breeding season, areas restricted from such activities shall be staked or fenced under the supervision of a qualified biologist.

BIO-2: Burrowing Owl

A pre-construction take avoidance survey shall be conducted by a qualified biologist in suitable disturbed land within the project footprint, plus 500 feet. Per the Staff Report on Burrowing Owl Mitigation (CDFW 2012), take avoidance surveys require an initial survey no less than 14 days prior to the start of ground disturbance activities and a final survey conducted within 24 hours of ground disturbance. If burrowing owls are detected, the CDFW must be notified within 48 hours and avoidance measures and/or mitigation would be required.

If active burrowing owl burrows are identified within the potential impact area, the project shall avoid disturbing active burrowing owl burrows (nesting sites) and burrowing owl individuals. Buffers shall be established around occupied burrows in accordance with guidance provided in the CDFW Staff Report on Burrowing Owl Mitigation (CDFW 2012) based on the proposed level of disturbance. For low disturbance projects, initial setback distances for avoidance of active burrows shall be 200 meters (approximately 656 feet) from April 1 to October 15 and 50 meters (164 feet) from October 16 to March 31. Exceptions can be made to the avoidance distance for areas with natural (hills, trees) or artificial (buildings, walls) barriers in place. The final avoidance buffer shall be at the discretion of the biologist. If, after consideration of a reduced buffer, an adequate avoidance buffer cannot be provided between an occupied burrow and required ground-disturbing activities, then passive relocation activities during the non-breeding season (September 1 through January 31) may be authorized in consultation with CDFW, which would include preparation, approval, and

implementation of a Burrowing Owl Exclusion Plan in accordance with protocol described in the CDFW Staff Report on Burrowing Owl Mitigation.

BIO-3: Stephens' Kangaroo Rat

A pre-construction take avoidance survey shall be conducted by a qualified biologist within the potential staging areas. The take avoidance surveys would require a focused habitat assessment survey within 14 days prior to the start of ground disturbance activities to determine whether the potential staging area contains suitable habitat with potential Stephens' kangaroo rat sign, tracks, or burrows. If no evidence of Stephens' kangaroo rat is present, then the staging area will be fenced with silt fencing to the roadway to prevent occupation by this species during construction. If evidence of Stephens' kangaroo rat is present, potential staging areas will avoid suitable disturbed land and be limited to unsuitable areas of disturbed land and/or the developed roadway.

BIO-4: Migratory and Nesting Birds

Construction should be conducted outside the avian and raptor breeding season, which is generally defined as January 1 to August 31. If construction must take place during the nesting season, a qualified biologist shall perform a pre-construction survey for nesting birds within the project site, including a 500-foot buffer. The nesting bird survey shall occur no more than seven days prior to the start of construction. If active bird nests are confirmed to be present during the pre-construction survey, a buffer zone will be established by a qualified biologist until a qualified biologist has verified that the young have fledged or the nest has otherwise become inactive.

BIO-5: Aquatic Resources

To avoid indirect impacts to potentially jurisdictional features, best management practices, such as the use of silt fences, fiber rolls, and/or gravel bags, shall be implemented. No equipment maintenance or fueling shall be performed within or near the drainage channels where petroleum products or other pollutants from the equipment may enter this area.

4.5 Cultural Resources

Would the proposed project:

Issue	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Cause a substantial adverse change in the significance of an historical resource pursuant to §15064.5?	☐	☐	☒	☐
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☐	☒	☐	☐

Issue	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
c. Disturb human remains, including those interred outside of formal cemeteries?	☐	☒	☐	☐

EXPLANATIONS:

The following section is based on the Cultural Resources Survey Reports prepared by RECON for the Northern Alignment (Appendix C-1: Confidential) and Southern Alignment (Appendix C-2: Confidential), which conducted background research, review of topographic maps and historic aerial photographs, and an on-foot survey.

a. Less Than Significant Impact

Northern Alignment

A cultural resources records and literature search was prepared for the Area of Potential Effect (APE) of the Northern Alignment with a one-mile search radius buffer at the Eastern Information Center (EIC) located at University of California Riverside. The record search indicated 37 previously recorded cultural resources have been identified within one mile of the project APE, which consisted of 22 prehistoric sites (one of which has been subsumed by another site), 9 isolated prehistoric artifacts, and 6 historic-era sites. The record search identified one previously recorded historic feature within the APE of the Northern Alignment. However, the pedestrian survey of the Northern Alignment did not identify this resource, and it has been presumed destroyed during the creation of a vineyard.

Historic USGS topographic maps and aerial photographs were reviewed to determine changes within the APE of the Northern Alignment over time. The specific results of the review for each segment of the Northern Alignment are provided in Appendix C-1. Overall, the review documented the development of roadways and residential uses within the APE over time, and did not identify any historic resources.

The pedestrian survey conducted for each segment of the Northern Alignment did not identify any previously unrecorded historic resources within the APE (Appendix C-1). Therefore, implementation of the Northern Alignment would not cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5, and impacts would be less than significant.

Southern Alignment

A cultural resources records and literature search was performed for the APE of the Southern Alignment with a one-mile search radius buffer at the EIC located at University of California Riverside. The record search indicated 36 previously recorded cultural resources have been identified within one mile of the project APE, which consisted of 16 prehistoric sites, 8 isolated prehistoric artifacts, 7 historic sites, 2 historic-era isolates, and 3 multicomponent sites (sites containing a combination of prehistoric, protohistoric, or historic resources). The record search did not identify any previously recorded historic resources within or adjacent to the APE. .

Historic USGS topographic maps and aerial photographs were reviewed to determine changes within the APE of the Southern Alignment over time. The specific results of the review for each segment of the Southern Alignment are provided in Appendix C-2. Overall, the review documented the development of roadways and residential uses within the APE over time, and did not identify any historic resources.

The pedestrian survey conducted for the Southern Alignment identified two previously unrecorded concrete post markers that were evaluated for eligibility for eligible for inclusion in the National Register of Historic Places (NRHP) or listing in the California Register of Historical Resources (CRHR) (Appendix C-2). As documented in Appendix C-2, the evaluation determined that the markers are not historic properties under the NRHP or historical resources under the CRHR. Therefore, implementation of the Southern Alignment would not cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5, and impacts would be less than significant.

b. Potentially Significant Unless Mitigation Incorporated

Northern Alignment

No archaeological resources have been previously recorded within or immediately adjacent to the APE of the Northern Alignment. Additionally, RECON sent a letter to the Native American Heritage Commission (NAHC) on October 9, 2023, requesting a search of their Sacred Lands File to identify spiritually significant and/or sacred sites or traditional use areas in the project vicinity. A response was received from the NAHC on November 27, 2023, indicating that the Sacred Lands File search results was positive. However, no previously recorded significant or potentially significant prehistoric cultural resources were observed during the survey of the APE of the Northern Alignment. Given past disturbances within the APE of the Northern Alignment due to grading, road construction, swale construction, residential development, and agriculture, the possibility of buried significant cultural resources being present is considered low. Therefore, implementation of the Northern Alignment would not cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5, and impacts would be less than significant.

Southern Alignment

The records search completed for the Southern Alignment documented two prehistoric isolates within or adjacent to the project APE of the Southern Alignment. However, the pedestrian survey of the Southern Alignment did not identify either of these resources, nor did it identify any previously unrecorded prehistoric resources within or adjacent to the APE. RECON sent a letter to the NAHC on October 9, 2023, requesting a search of their Sacred Lands File to identify spiritually significant and/or sacred sites or traditional use areas in the project vicinity. A response was received from the NAHC on November 27, 2023, indicating that the Sacred Lands File search results was positive. Additionally, the APE of the Southern Alignment is located within alluvial and floodplain deposits from the Temecula Creek which may have unknown buried cultural resources, the discovery of which would be considered a significant impact. Implementation of mitigation measures CUL-1 through CUL-2 would reduce this impact to a level less than significant.

c. Potentially Significant Unless Mitigation Incorporated

Northern and Southern Alignments

There are no formal cemeteries or recorded burials in the vicinity of the Northern or Southern alignments. While no human remains are anticipated to be discovered during project construction, in the unexpected event that human remains are encountered during construction, mitigation measure CUL-3 would require the project to follow Public Resources Code Section 5097.98 and California Health and Safety Code Section 7050.5, which would reduce impacts to a level less than significant.

MITIGATION MEASURE

CUL-1: Cultural Resources Monitoring and Plan Development

Prior to grading activities, a Cultural Resources Monitoring Plan (plan) shall be prepared by a qualified archaeologist in consultation with the Consulting Tribe(s). The plan shall also identify the location and timing of cultural resources monitoring. The plan shall contain an allowance for the qualified archaeologist, based on observations of subsurface soil stratigraphy or other factors during initial grading, and in consultation with the Native American monitor and the lead agency, may reduce or discontinue monitoring as warranted if the archaeologist determines that the possibility of encountering archaeological deposits is low. The plan shall outline the appropriate measures to be followed in the event of unanticipated discovery of cultural resources during project implementation (including the survey to occur following vegetation removal and monitoring during ground-disturbing activities). The plan shall identify avoidance as the preferred manner of mitigation impacts to cultural resources. The plan shall establish the criteria utilized to evaluate the historic significance (per CEQA) of the discoveries, methods of avoidance consistent with CEQA Guidelines Section 15126.4(b)(3), as well as identify the appropriate data recovery methods and procedures to mitigate the effect of the project if avoidance of significant historical or unique archaeological resources is determined to be infeasible. The plan shall also include reporting of monitoring results within a timely manner, disposition of artifacts, curation of data, and dissemination of reports to local and state repositories, libraries and interested professionals. A qualified archaeologist and Consulting Tribe(s) tribal monitor shall attend a pre-grade meeting with EMWD staff, the contractor, and appropriate subcontractors to discuss the monitoring program, including protocols to be followed in the event that cultural material is encountered.

CUL-2: Evaluation of Discovered Artifacts

Artifacts discovered at the development site shall be inventoried and analyzed by the project archaeologist and tribal monitor(s). A monitoring report will be prepared, detailing the methods and results of the monitoring program, as well as the disposition of cultural material encountered. If no cultural material is encountered, a brief letter report will be sufficient to document monitoring activities.

CUL-3: Procedure for Discover of Human Remains.

If Native American human remains are encountered, Public Resources Code Section 5097.98 and California Health and Safety Code Section 7050.5 will be followed. If human remains are encountered no further disturbance shall occur until the Riverside County Coroner has made the necessary findings as to the origin. Further, pursuant to California Public Resources Code Section 5097.98(b), the remains shall be left in place and free from disturbance until a final decision as to the treatment and disposition has been made. If the Riverside County Coroner determines the remains to be Native American, the coroner shall contact the NAHC within 24 hours. Subsequently, the NAHC shall identify the person or persons it believes to be the "most likely descendant." The most likely descendant shall then make recommendations and engage in consultations concerning the treatment of the remains as provided in Public Resources Code Section 5097.98.

4.6 Energy

Would the proposed project:

Issue	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Result in potentially significant environmental impacts due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	☐	☐	☒	☐
b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☒	☐

EXPLANATIONS:

a. Less Than Significant Impact

Northern and Southern Alignments

The Northern and Southern alignments would consume energy during both construction and operation. Energy use during construction would occur within two general categories: vehicle fuel used by workers commuting to and from the construction site, and fuel use by vehicles and other equipment to haul materials and conduct construction activities. While construction activities would consume fuels, project-related consumption of such resources would be temporary and would cease upon the completion of construction. In addition, mobile equipment energy usage during construction would be minimized through compliance with CARB's idling regulations, which restrict idling diesel vehicles and equipment to five minutes. Additionally, consistent with state requirements, all construction equipment would meet CARB Tier 3 In-Use Off-Road Diesel Engine Standards.

Engines are required to meet certain emission standards, and groups of standards are referred to as Tiers. A Tier 0 engine is unregulated with no emission controls, and each progression of standard level (i.e., Tier 1, Tier 2, Tier 3, etc.) generates lower emissions, uses less energy, and is more advanced technologically than the previous tier. CARB's Tier 3 In-Use Off-Road Diesel Engine Standards requires that construction equipment fleets become cleaner and use less energy over time. The fuel consumed during construction would also be typical of similar construction projects and would not require the use of new energy resources beyond what are typically consumed in California. Therefore, construction of the Northern and Southern alignments would not result in wasteful, inefficient, or unnecessary consumption of energy resources, and impacts would be less than significant.

Operational energy usage would be minimal and would consist of occasional inspection and maintenance trips for both alignments. Operational energy consumption associated with vehicle emissions from these inspection and maintenance activities would be negligible. Therefore, operation of the Northern and Southern alignments would not result in a wasteful, inefficient, or unnecessary consumption of energy resources, and impacts would be less than significant.

b. Less Than Significant Impact

Northern and Southern Alignments

Equipment required for construction of the Northern and Southern alignments would be subject to CARB's idling regulations and Tier 3 In-Use Off-Road Diesel Engine Standards. Operational energy usage would be minimal and would consist of occasional inspection and maintenance trips for both alignments. Operational energy consumption associated with vehicle emissions from these inspection and maintenance activities would be negligible. Therefore, implementation of the Northern and Southern alignments would not conflict with any state or local plans for renewable energy or energy efficiency, and impacts would be less than significant.

4.7 Geology and Soils

Would the proposed project:

Issue	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?	☐	☐	☒	☐

Issue	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
ii. Strong seismic ground shaking?	☐	☐	☒	☐
iii. Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐
iv. Landslides?	☐	☐	☒	☐
b. Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☐	☒	☐
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	☐	☐	☒	☐
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?	☐	☐	☐	☒
f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☒	☐	☐

The following section is based on the Report of Geotechnical Investigation prepared by Kleinfelder for the Northern Alignment and Southern Alignment (Appendix D).

EXPLANATIONS:

a.i. Less Than Significant Impact

Northern and Southern Alignments

The Report of Geotechnical Investigation completed for the project determined that neither the Northern or Southern alignments are located within a state-designated Alquist-Priolo Earthquake Fault Zone, nor are there are no known faults underlying, or within the vicinity, of either alignment (Appendix D). Furthermore, the proposed project is limited to construction of sewer transmission lines and would not introduce any residential, commercial, or other uses that could expose people

to fault rupture. Therefore, impacts related to the exposure of people or structures to rupture of a known earthquake fault would be less than significant.

a.ii. Less Than Significant Impact

Northern and Southern Alignments

The project site is in a seismically active southern California region. However, the proposed project is limited to construction of sewer transmission lines and would not introduce any residential, commercial, or other uses that could expose people to strong ground shaking. Furthermore, project design and construction would adhere to the findings of a soils report and geotechnical investigation to minimize seismic and geological risk. Therefore, impacts related to strong seismic shaking would be less than significant.

a.iii. Less Than Significant Impact

Northern and Southern Alignments

The Report of Geotechnical Investigation completed for the project determined that the entire Southern Alignment has the potential for liquefaction. However, groundwater was not encountered in any of the borings drilled in the southern alignment to depths ranging from 20 to 50 feet below ground surface (bgs). Based on the lack of groundwater and the anticipated pipeline invert elevations, the potential for at the Southern Alignment is low. The Report of Geotechnical Investigation completed for the project determined that a localized drainage crossing the Northern Alignment in the vicinity of Rancho California Road, between Lomo Ventoso Lane and Hilt Road has the potential for liquefaction. Groundwater was measured at depths ranging between approximately three to eight feet bgs in this location, and the liquefaction analysis determined that invert, loose to medium dense sand layers are located below the groundwater at a depth of approximately 18 to 22 feet bgs, which may be subject to liquefaction in the event of a major earthquake occurring on a nearby fault. Based on the liquefaction analysis, seismically-induced settlement of saturated soils due to strong ground shaking during seismic event may occur. However, adherence to the excavation recommendations presented in the Report of Geotechnical Investigation regarding unstable subsurface souls would reduce impacts related to seismic-related ground failure, including liquefaction, for the Northern Alignment to a level less than significant.

a.iv. Less Than Significant Impact

Northern and Southern Alignments

The footprints of the Northern and Southern alignments and their surrounding areas are relatively flat and do not possess any slopes that could be subject to landslide. Once construction is complete, the footprints of both alignments would be restored to the pre-project condition and would not introduce any new slopes. Therefore, impacts related to landslides would be less than significant.

b. Less Than Significant Impact

Northern and Southern Alignments

Construction of the Northern and Southern alignments would implement best management practices consistent with the requirements of the NPDES Construction General Permit and SWPPP to control stormwater flows, and thereby minimize erosion and topsoil loss. Therefore, compliance with

the requirements of the NPDES Construction General Permit and SWPPP would prevent substantial soil erosion or the loss of topsoil, and impacts would be less than significant.

c. Less Than Significant Impact

Northern and Southern Alignments

As described in Section 4.7a.iii above, risk associated with unstable soils for the Southern Alignment was determined to be low. Adherence to the excavation recommendations presented in the Report of Geotechnical Investigation regarding unstable subsurface soils would reduce impacts associated with an unstable geologic unit or soils, for the Northern Alignment to a level less than significant.

d. Less Than Significant Impact

Northern and Southern Alignments

As described in Section 4.7a.iii above, risk associated with unstable soils for the Southern Alignment was determined to be low. Adherence to the excavation recommendations presented in the Report of Geotechnical Investigation regarding unstable subsurface soils would reduce impacts associated with expansive soils for the Northern Alignment to a level less than significant.

e. No Impact

Northern and Southern Alignments

The proposed project does not propose the use of septic tanks or alternative wastewater disposal systems. No impact would occur.

f. Potentially Significant Unless Mitigation Incorporated

Northern and Southern Alignments

The project site includes paved roads and land that have been previously disturbed. Given past disturbances within the footprint of the Northern Alignment due to grading, road construction, swale construction, residential development, and agriculture, the possibility of unknown buried paleontological resources being present is considered low. However, excavation to depths that would reach intact native soils may have unknown buried paleontological resources, the discovery of which would be considered significant. Implementation of mitigation measure PAL-1 would reduce impacts to a level less than significant.

MITIGATION MEASURE

PAL-1: Paleontological Monitor

Excavation to depths that would reach intact native soils shall be monitored by a qualified paleontologist. If paleontological resources are encountered, the paleontological monitor shall have the authority to temporarily halt or redirect work while the paleontological resources are documented and assessed. If significant deposits are found, additional data recovery shall be conducted, as necessary, in order to adequately mitigate project impacts. The fossil collection and all associated documentation shall be legally transferred to a qualified repository within Riverside

County. Full-time paleontological monitoring can be reduced to part-time inspections or ceased entirely if determined adequate by the qualified paleontologist.

4.8 Greenhouse Gas Emissions

Would the proposed project:

Issue	Potentially Significant Impact	Potentially Significant Unless 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?	☐	☐	☒	☐
b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☒	☐

The following section is based on the Greenhouse Gas Analyses prepared by RECON for the Northern Alignment (Appendix E-1) and Southern Alignment (Appendix E-2).

a. Less Than Significant Impact

Northern and Southern Alignments

Emissions associated with construction of both the Northern and Southern alignments were modeled using the Sacramento Metropolitan Air Quality Management District's (SMAQMD) Roadway Construction Emissions Model (RCEM) Version 9.0.1 (SMAQMD 2022). The RCEM is a spreadsheet-based model that is able to use basic project information (e.g., total construction months, project type, total project area) to estimate a construction schedule and quantify exhaust emissions from heavy-duty construction equipment, haul trucks, and worker commute trips associated with linear construction projects. Based on guidance from the SCAQMD, total construction greenhouse gas (GHG) emissions resulting from a project should be amortized over 30 years and added to operational GHG emissions to account for their contribution to GHG emissions over the lifetime of a project (SCAQMD 2009). Additional details regarding this methodology are provided in Appendices E-1 and E-2.

Table 12 summarizes the total and amortized construction emissions for the Northern Alignment. As shown in Table 12, construction of the Northern Alignment would generate a total of 1,079 metric tons of CO_2 equivalent (MT CO_2E), which would be 36 MT CO_2E per year when amortized over the lifetime of the project. After installation of the underground pipeline, there would be occasional inspection and maintenance trips. There would also be minimal emissions associated with wastewater treatment. However, inspection and maintenance trips would be conducted by existing District

employees, and vehicle emissions would be negligible. Additionally, the project would reduce the reliance on septic systems, thereby reducing GHG emissions related to wastewater. Overall, GHG emissions generated during construction and operation would be less than the 3,000 MT CO_2E annual screening threshold.

Table 12 Construction GHG Emissions for the Northern Alignment	
Phase	Construction GHG Emissions (MT CO_2E)
Grubbing/Land Clearing	103
Grading/Excavation	515
Drainage/Utilities/Subgrade	308
Paving	152
Total Construction Emissions	**1,079**
Amortized over 30 Years	*36*
NOTE: Total varies due to independent rounding.	

Table 13 summarizes the total and amortized construction emissions for the Southern Alignment. As shown in Table 13, construction of the Southern Alignment would generate a total of 1,162 MT CO_2E, which would be 39 MT CO_2E per year when amortized over the lifetime of the project. After installation of the underground pipeline, there would be occasional inspection and maintenance trips. There would also be minimal emissions associated with wastewater treatment. However, inspection and maintenance trips would be conducted by existing District employees, and vehicle emissions would be negligible. Additionally, the project would reduce the reliance on septic systems, thereby reducing GHG emissions related to wastewater. Overall, GHG emissions generated during construction and operation would be less than the 3,000 MT CO_2E annual screening threshold.

Table 13 Construction GHG Emissions for the Southern Alignment	
Phase	Construction GHG Emissions (MT CO_2E)
Grubbing/Land Clearing	108
Grading/Excavation	565
Drainage/Utilities/Subgrade	329
Paving	161
Total Construction Emissions	**1,162**
Amortized over 30 Years	*39*
NOTE: Total varies due to independent rounding.	

Table 14 presents the combined total and amortized construction emissions for both alignments. As with the individual assessment of the Northern and Southern alignments, the combined GHG emissions generated during construction and operation of both alignments would not exceed the 3,000 MT CO_2E annual screening threshold. Therefore, the Northern and Southern alignments would not generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment, and impacts would be less than significant.

Table 14 Construction GHG Emissions for Both Alignments	
Phase	Construction GHG Emissions (MT CO_2E)
Grubbing/Land Clearing	211
Grading/Excavation	1,080
Drainage/Utilities/Subgrade	637
Paving	313
Total Construction Emissions	**2,241**
Amortized over 30 Years	*75*
NOTE: Total varies due to independent rounding.	

b. Less Than Significant Impact

Northern and Southern Alignments

Executive Order (EO) S-3-05 and EO B-30-15 established GHG emission reduction targets for the state, and Assembly Bill 32 launched the CARB Climate Change Scoping Plan that outlined the reduction measures needed to reach the 2020 target, which the state has achieved. As required by Senate Bill 32, CARB's 2017 Scoping Plan outlines reduction measures needed to achieve the interim 2030 target, and the 2022 Scoping Plan outlines the path towards carbon neutrality by 2045. As detailed in Section 4.8a above, GHG emissions generated during construction of both the Northern and Southern alignments would be below the SCAQMD proposed Tier 3 screening threshold of 3,000 MT CO_2E per year. Project construction would not result in emissions that would adversely affect statewide attainment of GHG emission reduction goals as described in Assembly Bill 32, EOs S-3-05 and B-30-15, and Senate Bill 32. Therefore, construction emissions would have a less than cumulatively considerable contribution to global climate change.

Anaerobic decomposition in septic tanks produces fugitive emissions of methane. The project would reduce the reliance on septic systems, thereby reducing GHG emissions related to wastewater. The project would not result in a significant increase in regional vehicle miles traveled since vehicle trips would be limited to occasional maintenance trips that would be performed by existing District employees. The project would be consistent with land use designations, as it would provide sewer connections to existing residential uses. Because the project would provide sewer service for existing development, and because project trips would be limited to occasional maintenance activities, it would not conflict with the transportation-related GHG reduction goals outlined in the Regional Transportation Plan. Furthermore, the project would not conflict with energy efficiency standards or conflict with Southern California Edison's Renewables Portfolio Standard renewable energy goals, as these are not applicable to construction and operational activities associated with the project. Therefore, the project would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing GHG emissions, and impacts would be less than significant.

4.9 Hazards and Hazardous Materials

Would the proposed project:

Issue	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Create a significant hazard to the public or the environment through routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
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?	☐	☐	☒	☐
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☒
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	☒
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	☐	☐	☐	☒
f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐

Issue	Potentially Significant Impact	Potentially Significant Unless 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?	☐	☐	☒	☐

EXPLANATIONS:

a. Less Than Significant Impact

Northern and Southern Alignments

The proposed project is limited to construction of a sewer transmission lines and would not involve the routine transport, use, or disposal of significant hazardous materials. Project construction may involve the use of small amounts of solvents, cleaners, paint, oils, and fuel for equipment. However, these materials are not acutely hazardous, and use of these common hazardous materials in small quantities would not represent a significant hazard to the public or environment. Additionally, project construction would be required to be undertaken in compliance with applicable federal, state, and local regulations pertaining to the proper use of these common hazardous materials. Compliance with these regulations is mandatory per standard permitting conditions. Once operational, the project would not require the use of any hazardous materials. Therefore, the proposed project would not create a significant hazard to the public or the environment through routine transport, use, or disposal of hazardous materials, and impacts would be less than significant.

b. Less Than Significant Impact

Northern and Southern Alignments

Project construction would be conducted consistent with all applicable safety regulations and would not introduce accident conditions that could result in the release of hazardous materials into the environment. Once construction is complete, roadways would be restored to preexisting conditions consistent with the safety requirements of the City and County. Therefore, the proposed project would not create upset and accident conditions that could result in the release of hazardous materials, and impacts would be less than significant.

c. No Impact

Northern and Southern Alignments

There are no schools located within a quarter mile of the project site. Therefore, the proposed project would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school. No impact would occur.

d. No Impact

Northern and Southern Alignments

Review of the State Water Resources Control Board Geotracker and Department of Toxic Substances Control Envirostor databases determined that there are no contaminated sites on or adjacent to the project site. Furthermore, the project site was not identified on the Department of Toxic Substance Control Cortese List. Therefore, the proposed project is not located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. No impact would occur.

e. No Impact

Northern and Southern Alignments

The Northern and Southern alignments are not located within the vicinity of a private airstrip. The nearest airport is the French Valley Airport. located approximately five miles west of the Northern Alignment and six miles northwest of the Southern Alignment. Both alignments are located well outside Airport Influence Area (Coffman Associates, Inc. 2009). Furthermore, the project is limited to construction of sewer transmission lines and human presence would be limited to temporary construction and periodic maintenance. Therefore, the project would not result in a safety hazard or excessive noise for people residing or working in the project area. No impact would occur.

f. Less Than Significant Impact

Northern and Southern Alignments

Construction within roadway ROW would be temporary, and a TCP would be implemented that would maintain access and traffic conditions, thereby allowing for emergency access during construction. Roadways would be restored to preexisting conditions once construction is completed. As described in Section 4.17a below, vehicle trips generated during construction and operation would not affect intersection and roadway operations. Therefore, the proposed project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan, and impacts would be less than significant.

g. Less Than Significant Impact

Northern and Southern Alignments

Review of fire threat and hazard mapping prepared by the California Department of Forestry and Fire Protection (CAL FIRE) determined that the Northern and Southern alignments are both located in areas designated as moderate, high, and very high fire hazard severity zones. However, the proposed project is limited to construction of sewer transmission lines and would not introduce any residential, commercial, or other uses that could expose people to wildland fire risks. Human presence would be limited to temporary construction and periodic maintenance. Therefore, the proposed project would not expose people or structures, either directly or indirectly, to significant risk of loss, injury, or death involving wildland fires, and impacts would be less than significant.

4.10 Hydrology and Water Quality

Would the proposed project:

Issue	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	☐	☐	☒	☐
b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	☒	☐
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, which would:				
i. result in substantial erosion or siltation on- or off-site;	☐	☐	☒	☐
ii. substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;	☐	☐	☒	☐
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?	☐	☐	☒	☐
d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☐	☒

Issue	Potentially Significant Impact	Potentially Significant Unless 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?	☐	☐	☒	☐

EXPLANATIONS:

a. Less Than Significant Impact

Northern and Southern Alignments

Construction of the Northern and Southern alignments would have the potential to generate erosion/sedimentation and pollutants that could impact water quality. However, project construction would implement BMPs consistent with the requirements of the NPDES Construction General Permit and SWPPP for the prevention of polluted runoff. The proposed project would be required to prepare and implement a SWPPP identifying feasible BMPs prior to the commencement of construction activities, and to incorporate water quality design features to address potential erosion and siltation impacts. Geotechnical borings did not encounter groundwater for the Southern Alignment. Geotechnical borings encountered groundwater at depths ranging from 3 feet to 8 feet below ground surface for the Northern Alignment along Rancho California Road between Lomo Ventoso Lane and Hilt Road. Some dewatering may be necessary during construction: however, the quantity is unknown at this time. Dewatering discharge would be collected and transported to nearest sewer via tank truck or discharged to natural drainage ways. Once construction is complete, the footprints of both alignments would be restored to the pre-project condition. Therefore, the proposed project would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality, and impacts would be less than significant.

b. Less Than Significant Impact

Northern and Southern Alignments

Construction of the Northern and Southern alignments would not increase the amount of impervious surface area, and therefore would not interfere with groundwater recharge. The proposed project would not introduce any residential, commercial, or other uses that would use groundwater. Therefore, the proposed project would not significantly decrease groundwater supplies or interfere with groundwater recharge or obstruct sustainable groundwater management, and impacts would be less than significant.

c.i. Less Than Significant Impact

Northern and Southern Alignments

Construction of the Northern and Southern alignments would implement BMPs consistent with the requirements of the NPDES Construction General Permit and SWPPP to control stormwater flows,

and thereby minimize erosion and siltation. Once construction is complete, the footprints of both alignments would be restored to the pre-project condition. Therefore, the proposed project would not substantially alter the drainage pattern of the site or the surrounding area in a manner that would result in substantial erosion or siltation on- or off-site, and impacts would be less than significant.

c.ii. Less Than Significant Impact

Northern and Southern Alignments

Construction of the Northern and Southern alignments would implement BMPs consistent with the requirements of the NPDES Construction General Permit and SWPPP that would control the rate or amount of surface runoff. Once construction is complete, the footprints of both alignments would be restored to the pre-project condition and would not result in an increase in the amount of impervious surface in the post-project condition. Therefore, the proposed project would not substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site, and impacts would be less than significant.

c.iii. Less Than Significant Impact

Northern and Southern Alignments

Construction of the Northern and Southern alignments would implement BMPs consistent with the requirements of the NPDES Construction General Permit and SWPPP that would minimize erosion and prevent pollution from affecting water quality and control the rate or amount of surface runoff. Once construction is complete, the footprints of both alignments would be restored to the pre-project condition and would not result in an increase in the amount of impervious surface in the post-project condition. Therefore, the proposed project would not create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff, and impacts would be less than significant.

c.iv. Less Than Significant Impact

Northern and Southern Alignments

The proposed project is limited to construction of sewer transmission lines that would be located underground and would not impede or redirect flood flows. Once construction is complete, the footprints of both alignments would be restored to the pre-project condition and would not result in an increase in the amount of impervious surface in the post-project condition. Therefore, the proposed project would not impede or redirect flood flows, and impacts would be less than significant.

d. No Impact

Northern and Southern Alignments

Review of Federal Emergency Management Agency (FEMA) mapping determined that the Northern Alignment is not located within the 100- or 500-year floodplain, while the Southern Alignment is located within the 100- or 500-year floodplain. However, the proposed project is limited to

construction of sewer transmission lines and would not introduce any residential, commercial, or other uses that could expose people to flooding hazards. Human presence would be limited to temporary construction and periodic maintenance. The project site is located over 30 miles inland from the Pacific Ocean and therefore is not subject to risk associated with tsunami. The nearest body of water is Vail Dam, located approximately six miles southeast of the project site. Given this distance of approximately 2.5 miles, the proposed project would not be affected by a seiche. Therefore, the proposed project would not result in impacts associated with flood hazard, tsunami, or seiche zones. No impact would occur.

e. Less Than Significant Impact

Northern and Southern Alignments

As described in Section 4.10a, construction of the Northern and Southern alignments would implement BMPs consistent with the requirements of the NPDES Construction General Permit and SWPPP that would prevent erosion and pollution from affecting water quality. As described in Section 4.10b, implementation of the Northern and Southern alignments would not decrease groundwater supplies or interfere with groundwater recharge. Therefore, the proposed project would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan, and impacts would be less than significant.

4.11 Land Use and Planning

Would the proposed project:

Issue	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Physically divide an established community?	☐	☐	☒	☐
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?	☐	☐	☒	☐

EXPLANATIONS:

a. Less Than Significant Impact

Northern and Southern Alignments

The proposed project is limited to construction of sewer transmission lines and would not result in any permanent changes to the existing land use plan or circulation network. The proposed sewer transmission lines would be constructed within the ROW of roadways, and potential construction

staging areas would be located within disturbed land within the ROW adjacent to the roadway, subject to access agreements with private property owners. Construction within roadway ROW would be temporary, and TCP would be implemented that include traffic control measures that would maintain access and traffic conditions. Roadways impacted during construction would be returned to original grade, and adjacent natural soils impacted during construction would be revegetated with hydroseeding. Operation of the proposed project would not result in any access restrictions since the pipelines are located underground. Ongoing maintenance would also not result in a disruption to the surrounding properties. Therefore, the proposed project would not physically divide an established community and impacts would be less than significant.

b. Less Than Significant Impact

Northern and Southern Alignments

The proposed sewer transmission lines would be constructed within the ROW of roadways, which do not have General Plan or zoning designations. The proposed project is limited to construction of a sewer transmission lines and would not introduce any new land uses. The pipelines would be located below ground and would not result in any permanent changes above ground. All proposed improvements would be located underground and would not include any permanent aboveground components. Once construction is complete, the footprints of both alignments would be restored to the pre-project condition. As described in Section 4.4f, the proposed project would be consistent with the Western Riverside MSHCP and would mitigate all potential impacts related to biological resources to a level less than significant. As described in Section 4.5b, the proposed project would mitigate all impacts related to cultural resources to a level less than significant. As described in Section 4.13a, the proposed project would mitigate all impacts related to construction noise to a level less than significant. As described throughout this Draft IS/MND, all other impacts not requiring mitigation would be less than significant or would have no impact. Therefore, the proposed project would not conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect, and no impact would occur.

4.12 Mineral Resources

Would the proposed project:

Issue	Potentially Significant Impact	Potentially Significant Unless 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?	☐	☐	☐	☒
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?	☐	☐	☐	☒

EXPLANATIONS:

a. No Impact

Northern and Southern Alignments

Review of Figure OS-6 of the County of Riverside General Plan determined that the footprints of both the Northern and Southern alignments are classified as Mineral Resource Zone 3, land for which the significance of mineral resources cannot be determined (County of Riverside 2015). Land classified as Mineral Resource Zone 3 is not considered a significant mineral resource. Therefore, the proposed project would not result in the loss of availability of known mineral resources that would be of value to the region and the residents of the state or of a locally important mineral resource recovery site. No impact would occur.

b. No Impact

Northern and Southern Alignments

None of the properties within the Northern or Southern alignments, nor any surrounding properties, are delineated as a mineral resource recovery area on any land use plans. Furthermore, the Northern and Southern alignments would be constructed within ROW of existing roadways, and are surrounded by existing uses that would preclude extraction of mineral resources. Therefore, the project would not 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 would occur.

4.13 Noise

Would the proposed project:

Issue	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	☒	☐
b. Generation of excessive ground borne vibration or ground borne noise levels?	☐	☐	☒	☐
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 area to excessive noise levels?	☐	☐	☐	☒

EXPLANATIONS:

The following section is based on the Noise Analyses prepared by RECON for the Northern Alignment (Appendix F-1) and Southern Alignment (Appendix F-2).

a. Less Than Significant Impact

Northern and Southern Alignments

Construction Noise

Noise impacts from construction are a function of the noise generated by equipment, the location and sensitivity of nearby land uses, and the timing and duration of the noise-generating activities. The County regulates noise in accordance with Chapter 9.52, Noise Regulations of the Riverside County Municipal Code (Municipal Code) Section 9.52.020[I], which states that sound emanating from private construction projects located within a quarter mile from an inhabited dwelling is exempt from the provisions of Chapter 9.52, if construction occurs between the hours of 6:00 a.m. and 6:00 p.m. during the months of June through September, and between the hours of 7:00 a.m. and 6:00 p.m.

during the months of October through May. The County's Municipal Code does not establish a quantitative construction noise level limit. For the purposes of this analysis, the Federal Transit Authority (FTA) recommended threshold of 80 dB(A) L_{eq} at noise sensitive residential land uses was used.

The City regulates noise in accordance with Chapter 9.20, Noise of the City's Municipal Code. Section 9.20.060(D) states that no person shall engage in or conduct construction activity, when the construction site is within one-quarter mile of an occupied residence, between the hours of 6:30 p.m. and 7:00 a.m., Monday through Friday, and shall only engage in or conduct construction activity between the hours of 7:00 a.m. and 6:30 p.m. on Saturday. No construction activity shall be undertaken on Sunday and nationally recognized holidays unless exempted by Section 9.20.070 of the City's Municipal Code. Public works projects of any federal, state or local entity or emergency work by public utilities are exempt from the provisions of this subsection. Like the County's Municipal Code, the City's Municipal Code does not establish a quantitative construction noise level limit. For the purposes of this analysis, the FTA recommended threshold of 80 dB(A) L_{eq} at noise sensitive residential land uses was used.

Table 15 presents a list of noise generation levels for various types of equipment anticipated to be used for construction of the sewer transmission lines. The duty cycle is the amount of time that equipment generates the reported noise level during typical, standard equipment operation. The noise levels and duty cycles summarized in Table 15 are based on measurements and studies conducted by Federal Highway Administration (FHWA) and the FTA.

Table 15
Typical Construction Equipment Noise Levels

Equipment	Maximum Noise Level at 50 Feet [dB(A) L_{max}]	Typical Duty Cycle	Maximum Average Hourly Noise Level [dB(A) L_{eq}]
Backhoe/Loader	80	40%	76
Compressor	80	40%	76
Concrete Saw	90	20%	83
Generator	82	50%	79
Hydraulic Excavator	85	40%	81
Paver	85	50%	82
Pavement Breaker	85	20%	78
Pump[1]	77	50%	74
Sweeper[2]	84	40%	80
Water Truck[2]	84	40%	80
Utility Truck[3,4]	78	5%	65

SOURCE: FHWA 2006, 2008, FTA 2006.
dB(A) = A-weighted decibels; L_{max} = maximum equivalent noise level; L_{eq} = one-hour equivalent noise level
[1]Pump would only be needed for construction of the Northern Alignment. All other equipment presented in this table will be used during construction of both alignments.
[2]Sweeper and water truck noise assumed to be comparable to tractor noise.
[3]Utility truck noise assumed to be comparable to flat-bed truck noise.
[4]The dump truck and utility truck duty cycle was adjusted to 5 percent to represent the time this equipment is arriving at and departing from the site. Engines would be idle all other times.

Due to the complex nature of construction sites, construction noise from a linear project, such as a sewer transmission line, is assessed from the centerline of the alignment and work area. Maximum noise levels would occur when the construction equipment is nearest to a noise sensitive receiver. Although construction equipment may temporarily be located at the point on the alignment nearest to a receiver, throughout the day equipment would move along the alignment. Therefore, the distance from a receiver to the centerline of the alignment is not the same as the average distance during a given day from the receiver to construction equipment. Thus, average noise levels correlate to the area of active construction.

The residential receiver closest to the Northern Alignment is located at the intersection of Glen Oaks Road and Milkweed Way, 50 feet from the sewer transmission alignment. This receiver is elevated approximately 12 feet above the road elevation. The next closest residential receivers are located 65 feet or more from the sewer transmission alignment. It is estimated that approximately 50 to 80 feet of the pipeline would be constructed per day depending on the required depth. For a receiver that is set back 50 feet from the active work area alignment, using the Pythagorean theorem ($a^2 + b^2 = c^2$), it is calculated that the receiver is at an average distance of 56 feet from the construction equipment. For a receiver that is set back 65 feet from the active work area alignment, it is calculated that the receiver is at an average distance of 70 feet from the construction equipment.

The residential receivers closest to the Southern Alignment are located north of De Portola Road between Butterfield State Road and just east of Via Angeles. These receptors are located 60 feet or more from the sewer transmission alignment and are separated with a 6-foot masonry wall. The next closest residential receivers are located 80 feet or more from the sewer transmission alignment. It is estimated that approximately 50 to 80 feet of the pipeline would be constructed per day depending on the required depth. For a receiver that is set back 60 feet from the active work area alignment, using the Pythagorean theorem ($a^2 + b^2 = c^2$), it is calculated that the receiver is at an average distance of 65 feet from the construction equipment. For a receiver that is set back 80 feet from the active work area alignment, it is calculated that the receiver is at an average distance of 84 feet from the construction equipment.

Construction noise levels were calculated assuming the simultaneous use of two pieces of construction equipment during each phase. Although more construction equipment would be present on-site, not all would be used at the same time. Noise levels from construction activities are typically considered point sources and would drop off at a rate of -6 dB(A) per doubling of distance over hard site surfaces, such as streets and parking lots. Construction noise attenuation is calculated using the following formula:

$$N_R = N_C + 20 \times \text{Log}(D_C/D_R)$$

Where,

N_R = Noise level at receiver

N_C = Construction equipment reference noise level

D_C = Construction equipment reference noise level distance (i.e., 50 feet)

D_R = Distance to receiver (i.e., 67 feet)

For the Northern Alignment, the slope between Glen Oaks Road and the receiver located 50 feet from the alignment was taken into account when calculating construction noise levels at that receiver. Using FHWA formulas, it was calculated that this difference in elevation would reduce noise levels by 5 dB. No attenuation was taken into account for the receivers located 65 feet or more from the alignment.

Table 16 presents the average noise level at the residential receivers for each phase of construction of the Northern Alignment. As shown in Table 16, construction noise levels are not anticipated to exceed 80 dB(A) L_{eq} at the adjacent residential uses. Furthermore, construction of the Northern Alignment would adhere to the following measures to the extent feasible:

- For construction activities that occur within the unincorporated portion of Riverside County, the District shall require its contractor to implement the following actions relative to construction noise: the District shall conduct construction activities between 6:00 a.m. to 6:00 p.m. during the months of June through September, and between the hours of 7:00 a.m. and 6:00 p.m. during the months of October through May in accordance with the County of Riverside Municipal Code Section 9.52.020[I].
- Prior to construction, the District in coordination with the construction contractor, shall provide written notification to all properties within 50 feet of the project facilities informing occupants of the type and duration of construction activities. Notification materials shall identify a method to contact the District's program manager with noise concerns. Prior to construction commencement, the District program manager shall establish a noise complaint process to allow for resolution of noise problems. This process shall be clearly described in the notifications.
- Stationary noise-generating equipment shall be located as far from sensitive receptors as possible. Such equipment shall also be oriented to minimize noise that would be directed toward sensitive receptors. Whenever possible, other non-noise generating equipment (e.g., roll-off dumpsters) shall be positioned between the noise source and sensitive receptors.
- Equipment and staging areas shall be located as far from sensitive receptors as possible. At the staging location, equipment and materials shall be kept as far from adjacent sensitive receptors as possible.
- Construction vehicles and equipment shall be maintained in the best possible working order; operated by an experienced, trained operator; and shall utilize the best available noise control techniques (including mufflers, use of intake silencers, ducts, engine enclosures and acoustically attenuating shields or shrouds).
- Unnecessary idling of internal combustion engines shall be prohibited. In practice, this would require turning off equipment if it would idle for five or more minutes.
- Electrically powered equipment shall be used instead of pneumatic or internal combustion powered equipment, where feasible.
- The use of noise-producing signals, including horns, whistles, alarms, and bells, shall be for safety warning purposes only.

Therefore, construction of the Northern Alignment would not generate a temporary increase in ambient noise levels in excess of standards established in the Municipal Code, and impacts would be less than significant.

Table 16
Construction Equipment Noise Levels for the Northern Alignment

Phase	Equipment	Maximum Average Hourly Noise Level at 50 Feet [dB(A) L_{eq}]	Active Construction Area (feet/day)	Average Distance to Receiver (feet)	Average Noise Level at Receiver without Attenuation [dB(A) L_{eq}]	Average Noise Level at Receiver with Attenuation [dB(A) L_{eq}]
Receiver at 50 feet from Pipeline						
Grubbing/ Land Clearing	Concrete Saw	83	50	56	82	77
	Dump Truck	71				
	Total	**83**				
Grading/ Excavation	Excavator	81	50	56	81	76
	Front End Loader	76				
	Total	**82**				
Drainage/ Utilities/ Subgrade	Excavator	81	50	56	81	76
	Utility Truck	74				
	Total	**82**				
Paving	Paver	82	50	56	81	76
	Utility Truck	65				
	Total	**82**				
Receiver at 65 feet from Pipeline						
Grubbing/ Land Clearing	Concrete Saw	83	50	70	80	--
	Dump Truck	71				
	Total	**83**				
Grading/ Excavation	Excavator	81	50	70	79	--
	Front End Loader	76				
	Total	**82**				
Drainage/ Utilities/ Subgrade	Excavator	81	50	70	79	--
	Utility Truck	74				
	Total	**82**				
Paving	Paver	82	50	70	79	--
	Utility Truck	65				
	Total	**82**				

dB(A) = A-weighted decibels; L_{eq} = one-hour equivalent noise level

For the Southern Alignment, the masonry wall located between De Portola Road and the residences between Butterfield State Road and just east of Via Angeles was taken into account when calculating construction noise levels at those receivers. Using FHWA formulas, it was calculated that this difference in elevation would reduce noise levels by 5 dB. No attenuation was taken into account for the receivers located 80 feet or more from the alignment.

Table 17 presents the average noise level at the residential receivers for each phase of construction of the Southern Alignment. As shown in Table 17, construction noise levels are not anticipated to exceed the FTA's recommended threshold of 80 dB(A) L_{eq} at the adjacent residential uses. Furthermore, construction of the Southern Alignment would adhere to the measures listed above for the Northern Alignment to the extent feasible, as well as the following measure related to construction within the City to the extent feasible:

- For construction activities that occur within the city of Temecula, the District shall require its contractor to implement the following actions relative to construction noise: the District shall conduct construction activities between 7:00 a.m. to 6:30 p.m. in accordance with the City of Temecula Municipal Code Section 9.20.060(D).

Therefore, construction of the Southern Alignment would not generate a temporary increase in ambient noise levels in excess of standards established in the Municipal Code, and impacts would be less than significant.

Table 17
Construction Equipment Noise Levels for the Southern Alignment

Phase	Equipment	Maximum Average Hourly Noise Level at 50 Feet [dB(A) L_{eq}]	Active Construction Area (feet/day)	Average Distance to Receiver (feet)	Average Noise Level at Receiver without Attenuation [dB(A) L_{eq}]	Average Noise Level at Receiver with Attenuation [dB(A) L_{eq}]
Receiver at 60 Feet from Pipeline						
Grubbing/ Land Clearing	Concrete Saw	83	50	65	81	76
	Dump Truck	71				
	Total	**83**				
Grading/ Excavation	Excavator	81	50	65	80	75
	Front End Loader	76				
	Total	**82**				
Drainage/ Utilities/ Subgrade	Excavator	81	50	65	80	75
	Utility Truck	74				
	Total	**82**				
Paving	Paver	82	50	65	80	75
	Utility Truck	65				
	Total	**82**				
Receiver at 80 Feet from Pipeline						
Grubbing/ Land Clearing	Concrete Saw	83	50	84	79	--
	Dump Truck	71				
	Total	**83**				
Grading/ Excavation	Excavator	81	50	84	78	--
	Front End Loader	76				
	Total	**82**				
Drainage/ Utilities/ Subgrade	Excavator	81	50	84	77	--
	Utility Truck	74				
	Total	**82**				
Paving	Paver	82	50	84	78	--
	Utility Truck	65				
	Total	**82**				

dB(A) = A-weighted decibels; L_{eq} = one-hour equivalent noise level

Operational Noise

The below-ground sewer transmission lines would not generate noise during operation. Noise may be associated with occasional vehicle maintenance trips, but these trips would be negligible. Therefore, operation of the proposed project would not generate a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project, and impacts would be less than significant.

b. Less Than Significant Impact

Northern and Southern Alignments

Human reaction to vibration is dependent on the environment the receiver is in, as well as individual sensitivity. For example, outdoor vibration is rarely noticeable and generally not considered annoying. Typically, humans must be inside a structure for vibrations to become noticeable and/or annoying (FTA 2006). Based on several federal studies, the threshold of perception is 0.035 inch per second (in/sec) peak particle velocity (PPV), with 0.24 in/sec PPV being a distinctly perceptible (Caltrans 2013). Based on best available data, impacts for hydraulic breakers, or hammers, and other non-transient sources such as those associated with project construction shall be considered significant if the PPV exceeds 0.2 in/sec. Vibration perception would occur at structures, as people do not perceive vibrations without vibrating structures.

Construction activities produce varying degrees of ground vibration depending on the equipment and methods employed. While ground vibrations from typical construction activities rarely reach levels high enough to cause damage to structures, special consideration must be made when sensitive or historic land uses are near the construction site. Construction activities that typically generate the highest levels of vibration are blasting and impact pile driving. The project would not require pile driving or blasting. The equipment that would be used during construction with the greatest potential to generate vibration would be a jack hammer. According to the FTA, jack hammers generate vibration levels of 0.035 in/sec PPV at 25 feet. This vibration level would attenuate to 0.016 in/sec PPV at 50 feet for the Northern Alignment, and to 0.013 in/sec PPV at 60 feet for the Southern Alignment, and therefore would not be perceptible at the nearest structures. Therefore, the project would not generate excessive ground borne vibration or ground borne noise levels, and impacts would be less than significant.

Operation of the project would not generate groundborne noise or vibration. No impact would occur.

c. No Impact

Northern and Southern Alignments

The Northern and Southern alignments are not located within the vicinity of a private airstrip. The nearest airport is the French Valley Airport. located approximately five miles west of the Northern Alignment and six miles northwest of the Southern Alignment. Both alignments are located well outside Airport Influence Area, and therefore outside of the noise contours for the French Valley Airport (Coffman Associates, Inc. 2009). Furthermore, the project is limited to construction of sewer transmission lines and would not introduce any sensitive noise receivers. Therefore, the proposed project would not expose people to excessive noise levels. No impact would occur.

4.14 Population and Housing

Would the proposed project:

Issue	Potentially Significant Impact	Potentially Significant Unless 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)?	☐	☐	☒	☐
b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

EXPLANATIONS:

a. Less Than Significant Impact

Northern and Southern Alignments

The proposed project is limited to construction of sewer transmission lines and would not introduce any residential, commercial, or other uses. The proposed project would provide sewer service to portions of the City and unincorporated County that are currently utilizing septic systems. As such, the project would accommodate existing development and would not provide for excess capacity that could induce growth. Therefore, the proposed project would not induce substantial unplanned population growth either directly or indirectly, and impacts would be less than significant.

b. No Impact

Northern and Southern Alignments

The proposed project is limited to construction of sewer transmission lines within ROW of roadways and would not impact any existing residential structures. Therefore, the proposed project would not displace any existing people or housing. No impact would occur.

4.15 Public Services

Would the proposed project:

Issue	Potentially Significant Impact	Potentially Significant Unless 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:				
i. Fire protection?	☐	☐	☐	☒
ii. Police protection?	☐	☐	☐	☒
iii. Schools?	☐	☐	☐	☒
iv. Parks?	☐	☐	☐	☒
v. Other public facilities?	☐	☐	☐	☒

EXPLANATIONS:

a.i. No Impact

Northern and Southern Alignments

The proposed project is limited to construction of sewer transmission lines and would not introduce any residential, commercial, or other uses that would require fire protection services. The proposed project would provide sewer service to portions of the City and unincorporated County that are currently utilizing septic systems. As such, the proposed project would accommodate existing development and would not provide for excess capacity that could induce growth that would require fire protection services. Therefore, the proposed project would not require new or expanded fire protection facilities. No impact would occur.

a.ii. No Impact

Northern and Southern Alignments

The proposed project is limited to construction of sewer transmission lines and would not introduce any residential, commercial, or other uses that would require police protection services. The

proposed project would provide sewer service to portions of the City and unincorporated County that are currently utilizing septic systems. As such, the proposed project would accommodate existing development and would not provide for excess capacity that could induce growth that would require police protection services. Therefore, the proposed project would not require new or expanded police protection facilities. No impact would occur.

a.iii. No Impact

Northern and Southern Alignments

The proposed project is limited to construction of sewer transmission lines and would not introduce any residential uses that would generate any student enrollment that would increase demand for school services. The proposed project would provide sewer service to portions of the City and unincorporated County that are currently utilizing septic systems. As such, the proposed project would accommodate existing development and would not provide for excess capacity that could induce growth that would require school services. Therefore, the proposed project would not require new or expanded school facilities. No impact would occur.

a.iv. No Impact

Northern and Southern Alignments

The proposed project is limited to construction of sewer transmission lines and would not introduce any residential uses that would increase demand for parks. The proposed project would provide sewer service to portions of the City and unincorporated County that are currently utilizing septic systems. As such, the proposed project would accommodate existing development and would not provide for excess capacity that could induce growth that would increase demand for parks. Therefore, the proposed project would not require new or expanded park facilities. No impact would occur.

a.v. No Impact

Northern and Southern Alignments

Other public facilities include libraries and government administrative services. The proposed project is limited to construction of sewer transmission lines and would not introduce any residential, commercial, or other uses that would require additional public services. The proposed project would provide sewer service to portions of the City and unincorporated County that are currently utilizing septic systems. As such, the proposed project would accommodate existing development and would not provide for excess capacity that could induce growth that would increase demand for other public facilities. Therefore, the proposed project would not require new or expanded public facilities. No impact would occur.

4.16 Recreation

Would the proposed project:

Issue	Potentially Significant Impact	Potentially Significant Unless 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?	☐	☐	☐	☒
b. Include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?	☐	☐	☐	☒

EXPLANATIONS:

a. No Impact

Northern and Southern Alignments

The proposed project would not introduce any residential uses that would increase demand for parks. The proposed project would construct sewer transmission lines to provide sewer service to portions of the City and unincorporated County that are currently utilizing septic systems. As such, the proposed project would accommodate existing development and would not provide for excess capacity that could induce growth that would increase demand for parks Therefore, to the project would not increase the use of existing neighborhood and regional parks or other recreational facilities. No impact would occur.

b. No Impact

Northern and Southern Alignments

The proposed project is limited to construction of sewer transmission lines and would not include recreational facilities or require the construction or expansion of recreational facilities. No impact would occur.

4.17 Transportation/Traffic

Would the proposed project:

Issue	Potentially Significant Impact	Potentially Significant Unless 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?	☐	☐	☒	☐
b. Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?	☐	☐	☒	☐
c. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☒	☐
d. Result in inadequate emergency access?	☐	☐	☒	☐

EXPLANATIONS:

a. Less Than Significant Impact

Northern and Southern Alignments

The proposed project is limited to construction of sewer transmission lines and would not introduce any residential, commercial, or other uses that would generate vehicle trips. Operational traffic trips would be limited to periodic maintenance and inspection that would not affect intersection and roadway operations. Vehicle trips associated with project construction would be minimal and would not affect intersection and roadway segment operations on the surrounding roadway network.

A TCP would be approved by County and the City based on jurisdictional authority for construction work within public roadways. The TCP would be prepared in accordance with U.S. Department of Transportation Manual of Uniform Traffic Control Devices, the California Department of Transportation Manual of Uniform Traffic Control Devices, and permit requirements by the authority having jurisdiction. Conventional traffic control measures may include typical traffic control devices such as the following: traffic cones, K-rails, signs, message boards, flaggers (as needed), and related devices. When work is not being performed, trenches would be covered with an appropriate cover to restore normal traffic flow. Similarly, the proposed project would not impact any public transportation, bicycle, or pedestrian facilities. Roadways would be restored to preexisting conditions

once construction is completed. Therefore, the project would not conflict with a program, plan, ordinance, or policy addressing the circulation system, and impacts would be less than significant.

b. Less Than Significant Impact

Northern and Southern Alignments

The proposed project is limited to construction of sewer transmission lines, and would not introduce any residential, commercial, or other uses that would generate vehicle trips. Vehicle trips generated during construction and operation would be minimal. The proposed project would not result in any changes to the amount of travel required for existing vehicle trips. Therefore, preparation of a Vehicle Miles Traveled Analysis per CEQA Guidelines Section 15064.3, subdivision (b) was not required, and impacts would be less than significant.

c. Less Than Significant Impact

Northern and Southern Alignments

The proposed project is limited to construction of sewer transmission lines and would not result in any permanent changes to the existing circulation network. Construction within roadway ROW would be temporary, and a TCP would be implemented that would maintain access and traffic conditions. Roadways would be restored to preexisting conditions once construction is completed. Therefore, the proposed project would not substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses, and impacts would be less than significant.

d. Less Than Significant Impact

Northern and Southern Alignments

Construction within roadway ROW would be temporary, and a TCP would be implemented that would maintain access and traffic conditions, thereby allowing for emergency access during construction. Roadways would be restored to preexisting conditions once construction is completed. As described in Section 4.17a above, vehicle trips generated during construction and operation would not affect intersection and roadway operations. Therefore, the proposed project would not result in inadequate emergency access, and impacts would be less than significant.

4.18 Tribal Cultural Resources

Would the proposed project:

Issue	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, 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)?	☐	☐	☐	☒
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 Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?	☐	☒	☐	☐

EXPLANATIONS:

a.i. No Impact

Northern and Southern Alignments

Assembly Bill 52 establishes a formal consultation process between the lead agency, the District, and all California Native American tribes within the area regarding tribal cultural resource evaluation. Assembly Bill 52 mandates that the lead agency must provide formal written notification to the designated contact of traditionally and culturally affiliated California Native American tribes that have previously requested notice. Native American tribes are notified early in the project review phase by written notification that includes a brief description of the proposed project, location, and the lead agency's contact information. The tribal contact then has 30 days to request project-specific consultation pursuant to this section (Public Resources Code Section 21080.1).

As a part of the consultation pursuant Public Resources Code Section21080.3.1(b), both parties may suggest mitigation measures (Public Resources Code Section 21082.3) that can avoid or substantially lessen potential significant impacts to tribal cultural resources or provide alternatives that would avoid significant impacts to a tribal cultural resource. The California Native American tribe may request consultation on mitigation measures, alternatives to the proposed project, or significant effects. The consultation may also include discussion on the environmental review, the significance of tribal cultural resources, the significance of the proposed project's impact on the tribal cultural resources, project alternatives, or the measures planned to preserve or mitigate impacts on resources. Consultation shall end when either (1) both parties agree on the mitigation measures to avoid or mitigate significant effects on a tribal cultural resource or (2) a party, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached.

Per AB 52, the District initiated consultation with Native American tribes that are traditionally and culturally affiliated with the geographic area of the proposed project to identify resources of cultural or spiritual value to the tribe. On October 6, 2023, the District sent consultation notification letters to Native American tribes on the District's Master List pursuant to the requirements of AB 52 pertaining to government-to-government consultation. Table 18 summarizes the District's consultation efforts. To date, the District has conducted consultation with two federally recognized Native American tribes: the Pechanga Band of Indians and the Rincon Band of Luiseño Indians. An additional four Native American tribes were contacted but declined consultation or did not respond, as noted in Table 18.

Table 18 Assembly Bill 52 Consultation				
Tribe	Individual Contacted	Date Letter Mailed	Response Received	Consultation Held
Agua Caliente	Pattie Garcia	10/6/2023	10/16/2023	Declined
Morongo	Laura Chatterton	10/6/2023	10/14/2023	Declined
Pechanga	Ebru Ozdil	10/6/2023	11/06/2023	1/24/2024
Rincon	Cheryl Madrigal	10/6/2023	10/25/2023	1/18/2024
San Manuel	Alexandra McCleary	10/6/2023	11/16/2023	Declined
Soboba	Joe Ontiveros	10/6/2023	DNR	N/A
DNR = Did not respond; N/A = Consultation was not requested				

As described in Section 4.5a above, the record search completed for the Northern Alignment identified one previously recorded historic feature within the APE. However, the pedestrian survey of the Northern Alignment did not identify this resource, and it has been presumed destroyed during the creation of a vineyard. The pedestrian survey conducted for each segment of the Northern Alignment did not identify any previously unrecorded historic resources within the APE. The record search completed for the Southern Alignment did not identify any previously recorded historic resources within or adjacent to the APE. The pedestrian survey of the Southern Alignment identified two previously unrecorded concrete post markers that were evaluated for eligibility for inclusion in the National Register of Historic Places (NRHP) or listing in the California Register of Historical Resources (CRHR). As documented in Appendix C-2, the evaluation determined that the markers do not qualify as historic properties under the NRHP or historical resources under the CRHR. Therefore, the proposed project would not cause a substantial adverse change to a tribal cultural resource that would qualify or be eligible for listing in the California Register of Historical Resources or the local register of historical resources in accordance with the Public Resources Code Section 5020.1(k). No impact would occur.

a.ii. Potentially Significant Unless Mitigation Incorporated

Northern and Southern Alignments

During the consultation meetings, the Pechanga Band of Indians and the Rincon Band of Luiseño Indians highlighted their concerns, noting that the proposed project is located within their Traditional Use Areas, which they considered sensitive as there are existing sites in the areas surrounding both alignments. Both responding tribe expressed concern with potential unearthing of unknown artifacts while grading any of the potential sites, and provided recommendations with regards to mitigation and tribal monitoring, consistent with those measures used in prior CEQA analysis conducted by the District to mitigate the potential for uncovering of unknown buried artifacts. Therefore, the project would have the potential to unearth previously unknown tribal cultural resources, which would be considered a significant impact. Implementation of mitigation measure TRIBAL-1 through TRIBAL-4 would reduce impacts to a level less than significant.

MITIGATION MEASURES

TRIBAL-1: Tribal Resources Monitoring Agreement

At least 30 days prior to the start of ground-disturbing activities, Eastern Municipal Water District (District) shall contact the Consulting Tribe(s) to develop Cultural Resources Treatment Monitoring Agreement (Agreement). The Agreement shall address the treatment of archaeological resources that may be Tribal cultural resources inadvertently discovered on the project site; project grading; ground disturbance and development scheduling; the designation, responsibilities, and participation of tribal monitor(s) during grading, excavation, and ground disturbing activities; and compensation for the tribal monitors, including overtime, weekend rates, and mileage reimbursement.

TRIBAL-2: Tribal Monitoring

Prior to the start of ground-disturbing activities, a Tribal monitor may participate in the construction workers archaeological resources sensitivity training, conducted by the project archaeologist. At least seven business days prior to ground-disturbing activities, the District shall notify the Tribe of the grading/excavation schedule and coordinate the tribal monitoring schedule.

A tribal monitor shall be present for ground-disturbing activities associated with the Project. Both the project archaeologist and tribal monitor working together will determine the areas with a potential for encountering potential tribal cultural resources. Both the archaeologist and tribal monitor shall have the authority to stop and redirect grading activities in order to evaluate the nature and significance of any archaeological resources discovered within the project limits. Such evaluation shall include culturally appropriate temporary and permanent treatment pursuant to the Cultural Resources Treatment and Monitoring Agreement, which may include avoidance of tribal cultural resources, in-place preservation, data recovery, and/or reburial so the resources are not subject to further disturbance in perpetuity. Any reburial shall occur at a location determined between the District and the consulting tribe as described in **TRIBAL-4**. Treatment may also include curation of the resources at a tribal curation facility or an archaeological curation facility, as determined in discussion among the District, the tribe and the project archaeologist as addressed in the Cultural Resources Treatment and Monitoring Agreement. The on-site tribal monitoring shall end when all ground disturbing activities on the project site are completed, or when the tribal representatives and tribal monitor have indicated that the project site has little or no potential for impacting tribal cultural resources.

TRIBAL-3: Disposition of Inadvertent Discoveries

In the event that tribal cultural resources are recovered during the course of grading, the District shall relinquish ownership of all cultural resources, including sacred items, burial goods, archaeological artifacts, and non-human remains. The District will coordinate with the project archaeologist and the tribe to conduct analysis of recovered resources. If it is determined that the resource is a Native American resource and thus significant under CEQA, avoidance of the resource will be explored as the preferred option and on-site reburial will be evaluated as the second option. If avoidance and on-site reburial are not possible, a treatment plan shall be prepared with State guidelines and in consultation with the tribe. The treatment plan may include, but would not be limited to capping in place, excavation and removal of the resource, interpretive displays, sensitive

area signage, or other mutually agreed upon measures. Treatment may also include curation of the cultural resources at a tribal curation facility, as determined by the District and the consulting tribe.

TRIBAL-4: Non-Disclosure of Reburial Locations

It is understood by all parties that unless otherwise required by law, the site of any reburial of culturally sensitive resources shall not be disclosed and shall not be governed by public disclosure requirements of the California Public Records Act. The coroner, pursuant to the specific exemption set forth in California Government Code 6254(r), parties, and Lead Agencies will be asked to withhold public disclosure information related to such reburial.

4.19 Utilities and Service Systems

Would the proposed project:

Issue	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Require or result in the relocation or construction of new or expanded water or wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	☐	☐	☐	☒
b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?	☐	☐	☐	☒
c. Result in a determination by the wastewater treatment provided 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?	☐	☐	☐	☒

Issue	Potentially Significant Impact	Potentially Significant Unless 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?	☐	☐	☒	☐
e. Comply with federal, state, and local statutes and regulation related to solid waste?	☐	☐	☒	☐

EXPLANATIONS:

a. No Impact

Northern and Southern Alignments

The proposed project is limited to construction of sewer transmission lines and would not introduce any residential, commercial, or other uses that would increase demand for utilities. The proposed project would provide sewer service to portions of the City and unincorporated County that are currently utilizing septic systems. Therefore, the proposed project would not require construction of new or expanded water or wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects. No impact would occur.

b. No Impact

Northern and Southern Alignments

The proposed project is limited to construction of sewer transmission lines and would not introduce any residential, commercial, or other uses that would require water supply. The proposed project would provide sewer service to portions of the City and unincorporated County that are currently utilizing septic systems. Therefore, the proposed project would have sufficient water supplies available to serve the project. No impacts would occur.

c. No Impact

Northern and Southern Alignments

The proposed project is limited to construction of sewer transmission lines and would not introduce any residential, commercial, or other uses that would require expanded wastewater treatment capacity. The proposed project would provide sewer service to portions of the City and unincorporated County that are currently utilizing septic systems. Therefore, the proposed project would not exceed existing wastewater treatment capacity and would accommodate existing and planned growth in the City. No impact would occur.

d. Less Than Significant Impact

Northern and Southern Alignments

Project construction would generate small amounts of waste that would require disposal. The Lamb Canyon Landfill in Beaumont is the facility closest to the proposed project, which has a remaining capacity of 19,242,950 cubic yards and a maximum permitted throughput of 5,000 tons per day (California Department of Resources Recycling and Recovery 2023). The Lamb Canyon Landfill has sufficient capacity to accommodate the small amounts of waste that would be generated during construction. Operation of the proposed project would not generate any solid waste. Therefore, the proposed project would not generate solid waste in excess of state or local standards or in excess of the capacity of local infrastructure, and impacts would be less than significant.

e. Less Than Significant Impact

Northern and Southern Alignments

As described in Section 4.19d, the proposed project would generate small amounts of waste during construction that would be disposed the Lamb Canyon Landfill, which has adequate capacity. The proposed project would also comply with local regulations pertaining to recycling of construction waste. Operation of the proposed project would not generate any solid waste. Therefore, the proposed project would comply with federal, state, and local statutes and regulation related to solid waste, and impacts would be less than significant.

4.20 Wildfire

Would the proposed project:

Issue	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	☐	☐	☒	☐
c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines, or other utilities) that may exacerbate fire risk or that	☐	☐	☐	☒

Issue	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
may result in temporary or ongoing impacts to the environment?				
d. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☒	☐

EXPLANATIONS:

a. Less Than Significant Impact

Northern and Southern Alignments

Construction within roadway ROW would be temporary, and a TCP would be implemented that would maintain access and traffic conditions, thereby allowing for emergency access during construction. Roadways would be restored to preexisting conditions once construction is completed. As described in Section 4.17a above, vehicle trips generated during construction and operation would not affect intersection and roadway operations. Therefore, the proposed project would not impair an adopted emergency response plan or emergency evacuation plan, and impacts would be less than significant.

b. Less than Significant Impact

Northern and Southern Alignments

As described in Section 4.9g above, review of fire threat and hazard mapping prepared by CAL FIRE determined that the Northern and Southern alignments are both located in areas designated as moderate, high, and very high fire hazard severity zones. However, the proposed project is limited to construction of sewer transmission lines and would not introduce any residential, commercial, or other uses that could expose people to wildland fire risks. Human presence would be limited to temporary construction and periodic maintenance. Therefore, the project would not exacerbate wildfire risks and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire, and impacts would be less than significant.

c. No Impact

Northern and Southern Alignments

The proposed project is limited to construction of sewer transmission lines that would be installed underground, and would not require any supporting infrastructure. Therefore, the proposed project would not 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. No impact would occur.

d. Less than Significant Impact

Northern and Southern Alignments

As described in Section 4.9g above, the Northern and Southern alignments are both located in areas designated as moderate, high, and very high fire hazard severity zones. However, the proposed project is limited to construction of sewer transmission lines and would not introduce any residential, commercial, or other uses that could expose people to wildland fire risks. Human presence would be limited to temporary construction and periodic maintenance. As described in Section 4.10d above, review of FEMA mapping determined that the Northern Alignment is not located within the 100- or 500-year floodplain, while the Southern Alignment is located within the 100- or 500-year floodplain. However, the proposed project is limited to construction of sewer transmission lines and would not introduce any residential, commercial, or other uses that could expose people to flooding hazards. Human presence would be limited to temporary construction and periodic maintenance. Therefore, the proposed project would not 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, and impacts would be less than significant.

4.21 Mandatory Findings of Significance

Does the proposed project:

Issue	Potentially Significant Impact	Potentially Significant Unless 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?	☐	☒	☐	☐

Issue	Potentially Significant Impact	Potentially Significant Unless 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 futures projects)?	☐	☒	☐	☐
c. Have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☒	☐

EXPLANATIONS:

a. Potentially Significant Unless Mitigation Incorporated

Northern and Southern Alignments

As described in Section 4.4, implementation of mitigation measures BIO-1 would through BIO-4 reduce potential impacts on sensitive species and migratory and nesting birds to a level less than significant. In addition, as described in Section 4.4c, implementation of mitigation measure BIO-5 would reduce potential impacts to jurisdictional features to a level less than significant. The proposed project does not have the potential to result in any other impacts that would 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, or substantially reduce the number or restrict the range of a rare or endangered plant or animal. As described in Section 4.5 and 5.18 above, implementation of mitigation measures CUL-1 through CUL-3 and TRIBAL-1 through TRIBAL-4 would reduce potential impacts on examples of the major periods of California history and prehistory to a level less than significant.

b. Potentially Significant Unless Mitigation Incorporated

Northern and Southern Alignments

As described in the Draft IS/MND, all potential impacts would be mitigated to a level less than significant. Air quality is a regional issue and the cumulative study area for air quality impacts encompasses the SoCAB as a whole. Therefore, the cumulative analysis addresses regional air quality plans and policies, such as the NAAQS, CAAQS, and SCAQMD 2022 AQMP as well as the project's contribution to a net increase of any criteria pollutant for which the SoCAB is listed as a non-attainment area. As described in Section 4.3a, the proposed project does not include growth-generating components, but rather would provide sewer service to existing development. As such,

the proposed project would be consistent with growth projections contained in the Moreno Valley General Plan and AQMP forecasts. Based on these considerations and pursuant to SCAQMD guidelines, project-related emissions are accounted for in the AQMP. Therefore, the proposed project would not conflict with or obstruct implementation of the applicable air quality plan. As described in Section 4.4a above, implementation of mitigation measures BIO-1 through BIO-4 would reduce impacts on sensitive wildlife species and migratory and nesting birds to a level less than significant, thereby avoiding cumulative impacts. As described in Section 4.4c above, implementation of mitigation measure BIO-4 would reduce impacts on jurisdictional resources to a level less than significant, thereby avoiding cumulative impacts. As described in Section 4.4f, the proposed project would be consistent with the Western Riverside MSHCP, which is a regional resource conservation document. Consequently, projects that are consistent with the Western Riverside MSHCP would not contribute a cumulative impact to biological resources. As described in Section 4.5, implementation of mitigation measures CUL-1 through CUL-3 would reduce potential impacts on cultural resources to a level less than significant, thereby avoiding cumulative impacts. As described in Section 4.18, implementation of mitigation measures TRIBAL-1 through TRIBAL-4 would reduce potential impacts on tribal cultural resources to a level less than significant, thereby avoiding cumulative impacts. As described throughout this Draft IS/MND, all other project-level impacts not requiring mitigation would be less than significant or would have no impact. Therefore, the project would not result in any project-level significant impacts that could contribute to an existing cumulative impact on the environment.

c. Less Than Significant Impact

Northern and Southern Alignments

As described in Sections 4.1 through 4.20, the proposed project would not result in any substantial adverse direct or indirect impacts to human beings. Therefore, impacts would be less than significant.

5.0 Preparers

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6.0 Sources Consulted

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APPENDICES

Under Separate Cover