



Draft Initial Study/Mitigated Negative  
Declaration for the Steeplechase and  
Kalmia Booster Pump Station  
Moreno Valley, California

Prepared for  
Eastern Municipal Water District  
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October 23, 2023

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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 Steeplechase and Kalmia Booster Pump Station (BPS) Project (proposed project).

The IS/MND includes the following components:

- A Draft 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, 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 proposed 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:

Steeplechase and Kalmia Booster Pump Station Project (proposed 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  
Eastern Municipal Water District  
2270 Trumble Road  
P.O. Box 8300  
Perris, CA 92572-8300  
T (951) 928-3777 ext. 4545  
broadhej@emwd.org

### 4. Project Location:

The project site is located within the city of Moreno Valley on District-owned property at the District's existing Kalmia Avenue tank site, south of Kalmia Avenue and west of Kayal Avenue; as well as within the Kalmia Avenue right-of-way (Figures 1 through 3). The northern portion of the project site supports an existing District water tank, paved access, and landscaped vegetation. The southern portion of the project site supports a graded and compacted dirt slope. Access to the project site is regionally provided by Interstate 215 (I-215) and State Route 60 (SR-60). The project site is located approximately 5.2 miles east of I-215 and 1.0 mile north of SR-60.

### 5. Project Applicant/Sponsor:

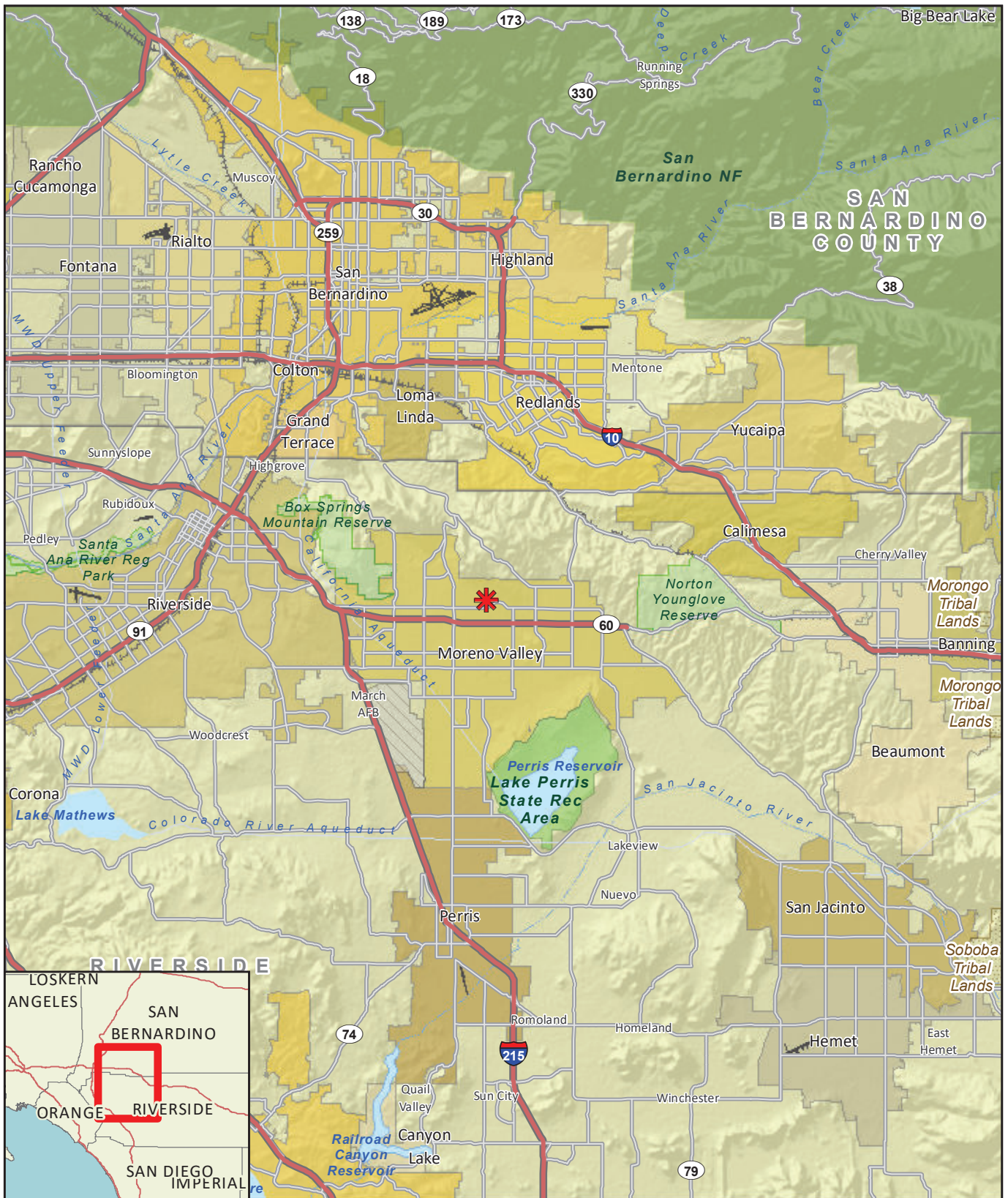
Eastern Municipal Water District  
2270 Trumble Road  
P.O. Box 8300  
Perris, CA 92572-8300

### 6. General Plan Designation:

R5 (Residential with a density of five dwelling units per acre)

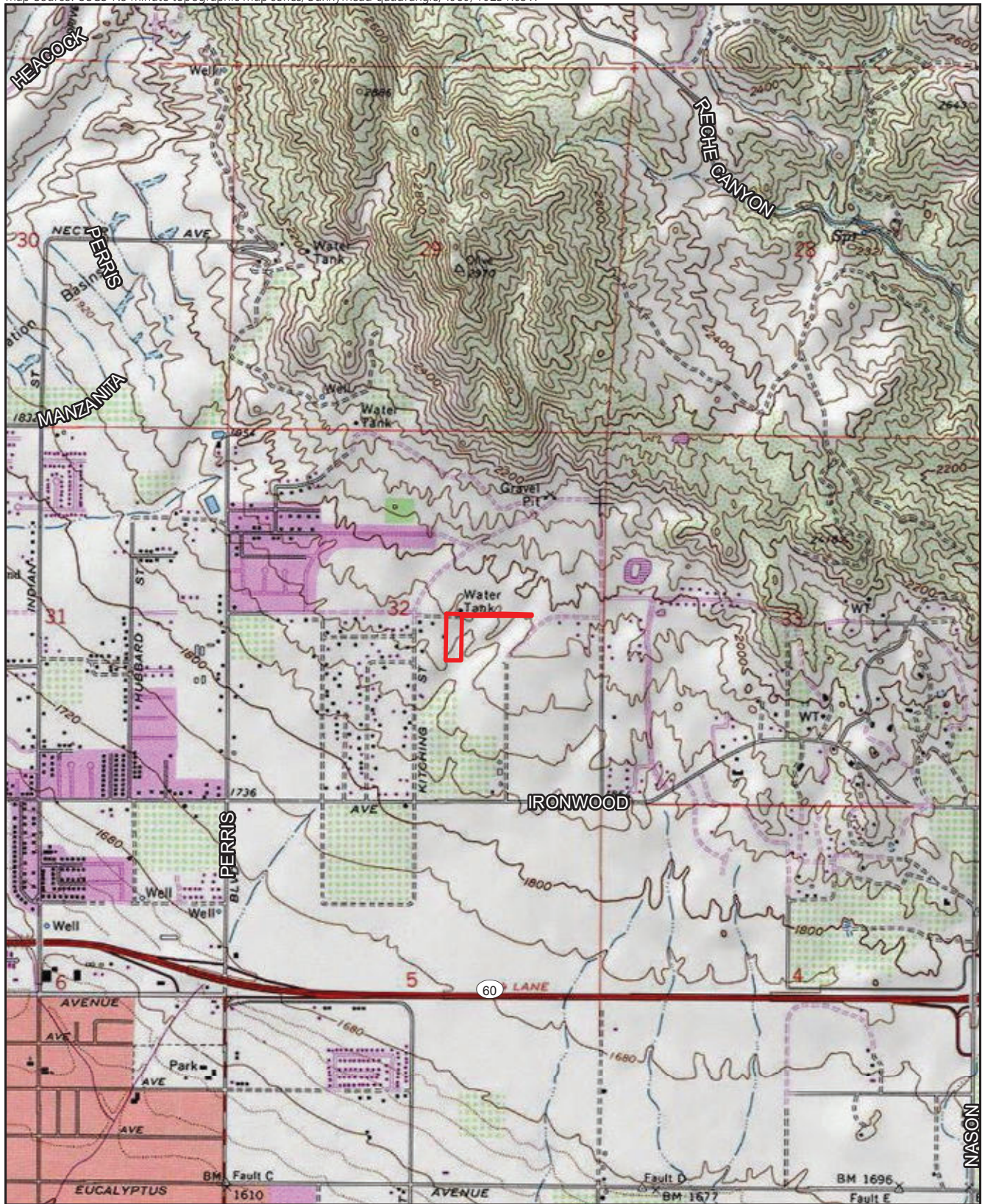
### 7. Zoning:

RA2 (Residential Agriculture, two dwelling units per acre)



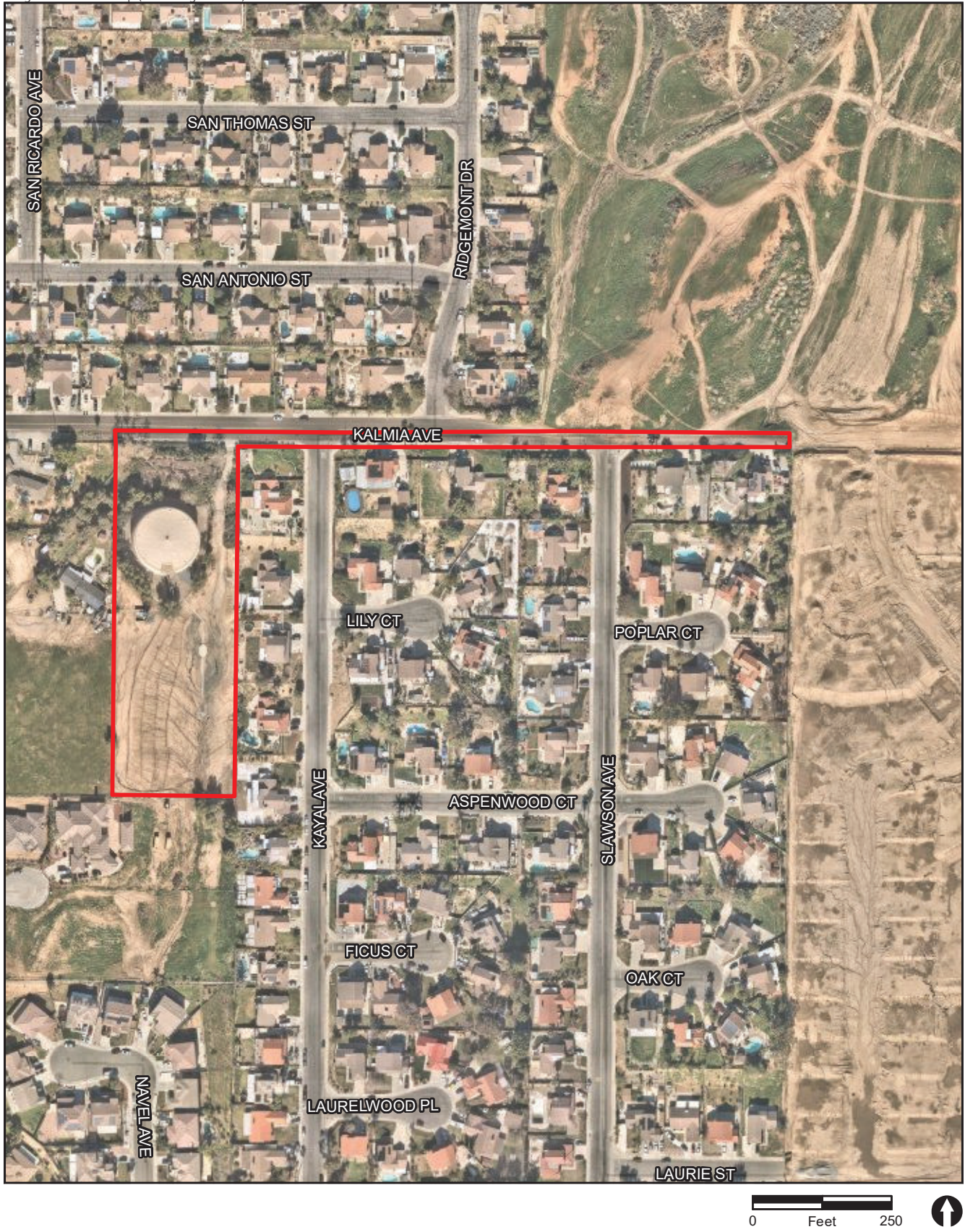
 Project Location

FIGURE 1  
Regional Location



 Project Boundary

FIGURE 2  
Project Location on USGS Map



 Project Boundary

FIGURE 3  
Project Location on Aerial Photograph



## **8. Surrounding Land Use(s) and Project Setting:**

The project site consists of the District-owned parcel and roadway right-of-way within Kalmia Avenue (see Figure 3). The northern portion of the District-owned site supports an existing water tank, paved access road, and landscaping. The southern portion of the project site is occupied by a graded and compacted dirt slope. The southern portion of the site has been graded to form a depression connecting to a storm drain to convey water south within a below-ground culvert. Single-family residential uses abut eastern, western, and southern borders of the District-owned parcel. Kalmia Avenue borders the northern portion of the parcel.

Kalmia Avenue is a paved, two-lane residential road with curb, gutter, and sidewalk on both sides until Slawson Avenue, where it only occurs on the south side of the road for the remainder of the alignment. Single-family residential uses and lighting/landscaping are adjacent to Kalmia Avenue for most of the alignment. There is a segment of vacant land north of Kalmia Avenue beginning near Slawson Avenue continuing to the eastern end of the alignment.

The project site is located within the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) plan area (County of Riverside 2003). However, no components of the proposed project are within or adjacent to criteria areas or reserves defined in the MSHCP.

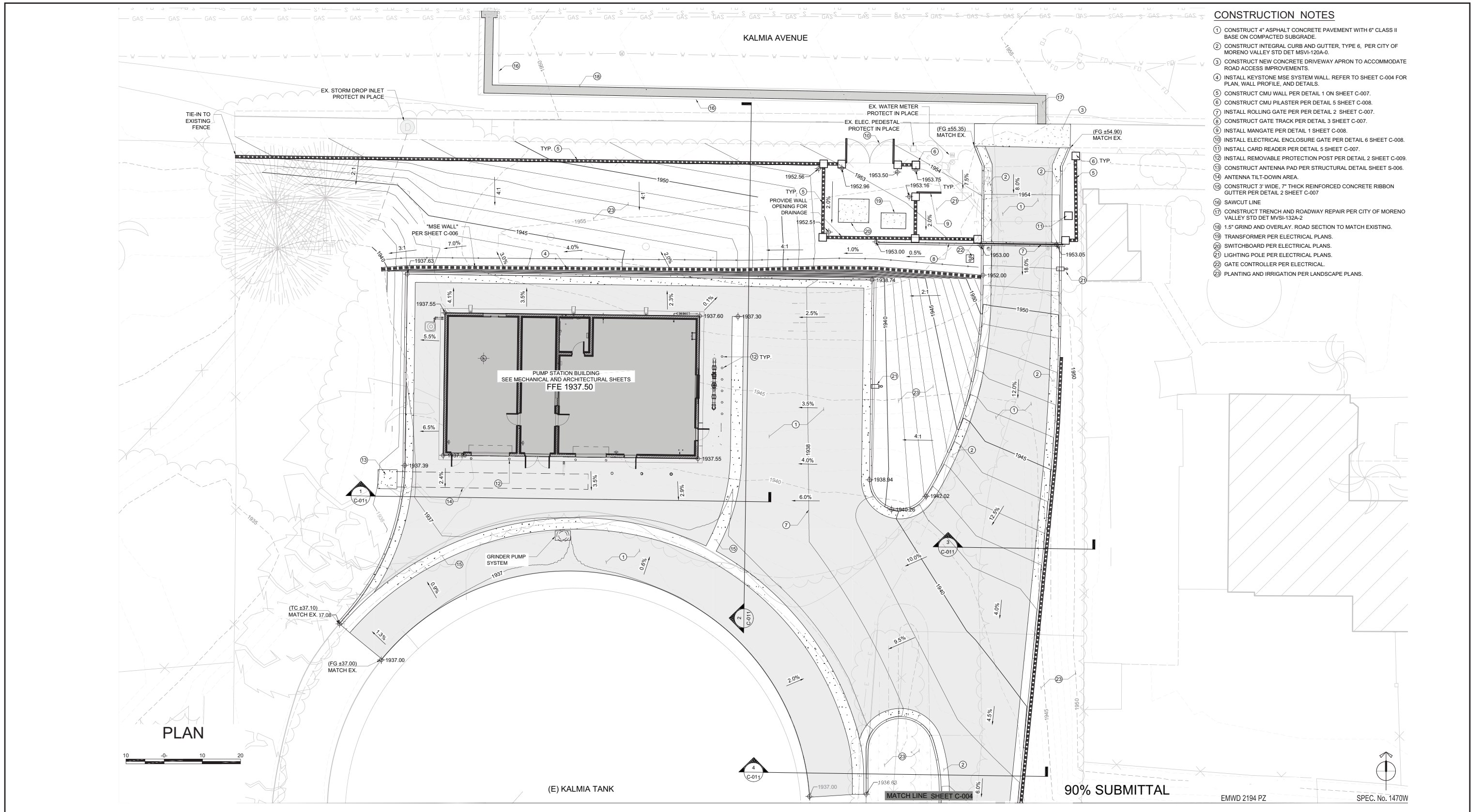
## **9. Project Purpose**

The purpose of the Steeplechase-Kalmia BPS is to replace the existing Steeplechase BPS with a new BPS to provide increased system capacity and reliability. The existing Steeplechase BPS, located at 11515 Steeplechase Drive, in the city of Moreno Valley, pumps in combination with the Steeplechase Ironwood BPS to supply the 2194 Dale Pressure Zone (PZ) in north Moreno Valley. The combined pumping capacity of these two pump stations isn't sufficient to meet the future needs of this pressure zone.

## **10. Project Description**

The proposed project would result in the construction of a new BPS on District-owned property (Assessor Parcel Number 474-170-009) enclosed within a masonry block wall building. Site improvements would also include a retaining wall with a maximum height of 15 feet, three access gates, site access, and landscaping of the area surrounding the BPS as well as the southern portion of the District-owned property (Figure 4). Figures 5a and 5b show the proposed 40-foot-by-18-foot 8-inch masonry block wall building elevations.

The proposed project also includes approximately 1,209 linear feet of 12-inch pipeline constructed via open trench method within the southern side of Kalmia Avenue from the District owned parcel heading eastward to the end of the paved surfaced located east of Slawson Avenue. Depth to pipe invert would be approximately 5 feet below the ground surface. This pipeline would connect to the yard piping and BPS (Figure 6).

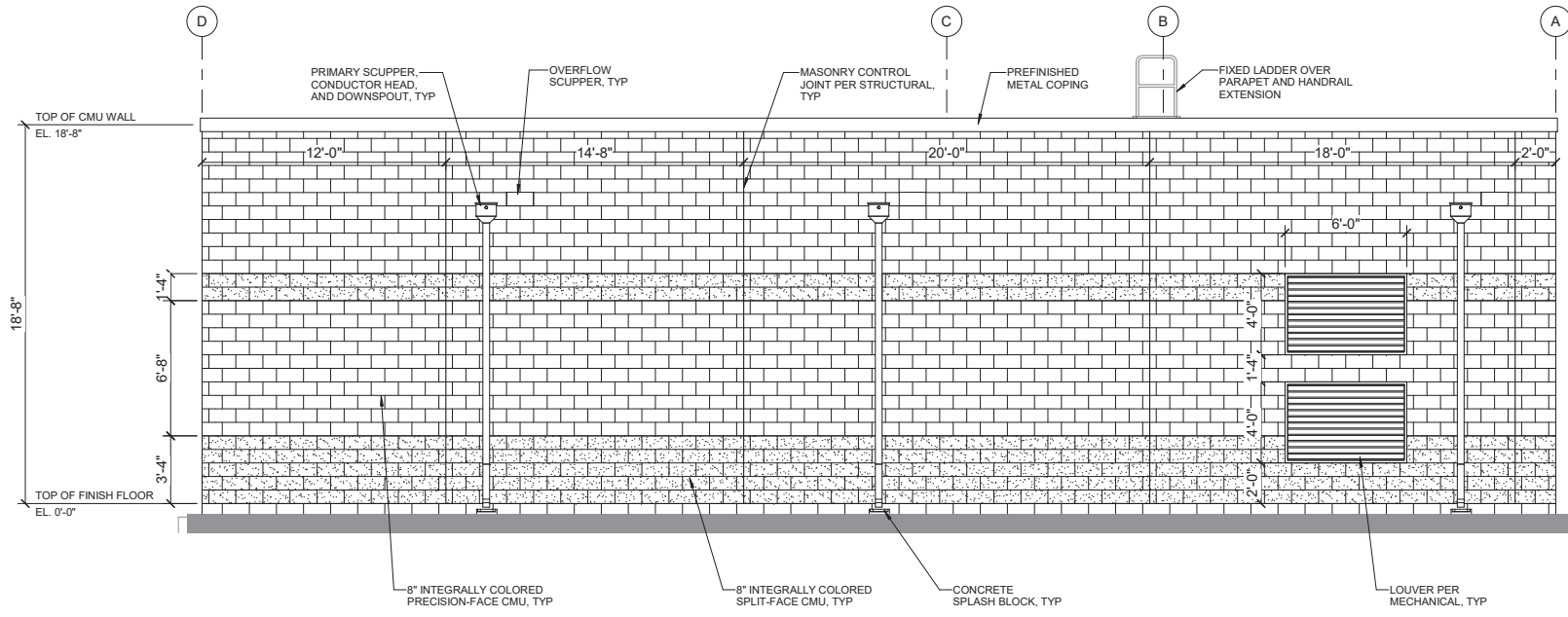


**SHEET NOTES**

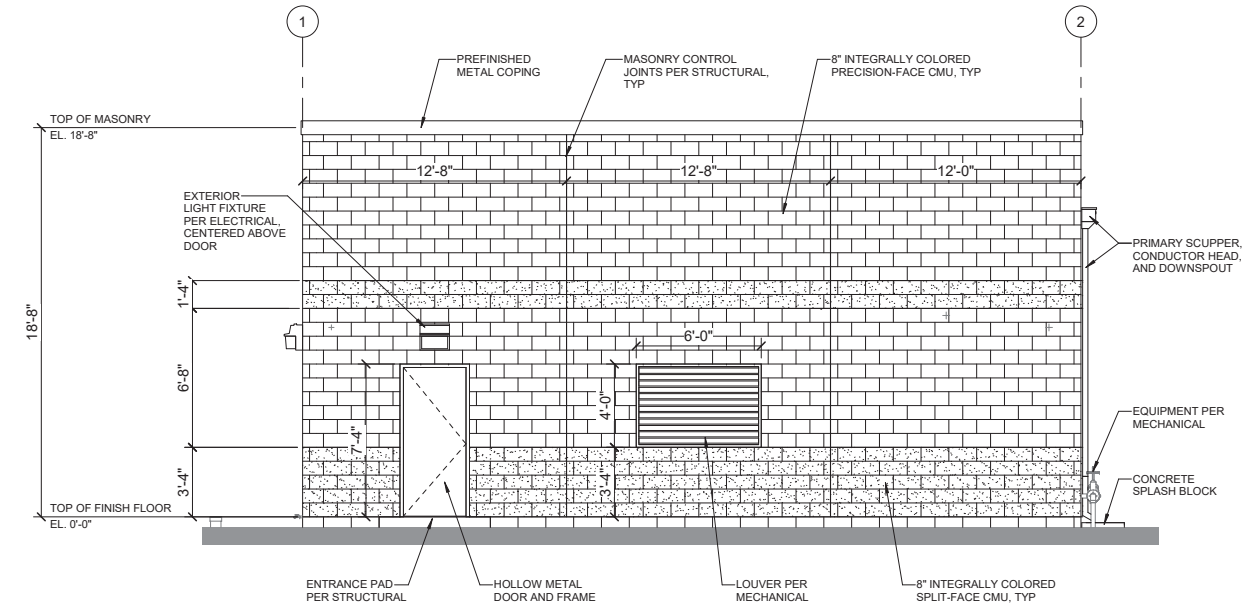
1. EXTERIOR FACE OF CONCRETE MASONRY UNITS SHALL BE COATED WITH ANTI-GRAFFITI RESISTANT FINISH.
2. MASONRY DIMENSIONS ARE NOMINAL UNLESS NOTED OTHERWISE.
3. DIMENSIONS AT CMU WALLS ARE TO THE FACE OF CMU UNLESS NOTED OTHERWISE.
4. PROVIDE LINTELS FOR OPENINGS IN MASONRY WALLS INCLUDING BUT NOT LIMITED TO OPENINGS FOR DOORS, WINDOWS, LOUVERS, MECHANICAL AND ELECTRICAL PENETRATIONS.
5. WALL PENETRATIONS SHALL BE SEALED WEATHERPROOF.
6. WALL PENETRATIONS AT FIRE RATED WALL SHALL BE SEALED WITH A FIRE RESISTANT SYSTEM.
7. REFERENCE TO STRUCTURAL DRAWINGS FOR ENTRANCE PADS AND RAMPS AT COILING DOORS.
8. REFERENCE CIVIL DRAWINGS FOR BOLLARDS.
9. REFERENCE DRAWING A-001 FOR FINISH SCHEDULE AND DOOR SCHEDULES.
10. REFERENCE TO CIVIL DRAWINGS FOR FINAL GRADE ELEVATION.

EXTERIOR COLOR SCHEDULE						
SPLIT FACE BLOCK	PRECISION-FACE BLOCK	ROOF MEMBRANE	METAL FASCIA	DOOR & FRAMES, COILING DOORS	SCUPPERS AND DOWNSPOUTS	LOUVERS
A	B	C	D	D	D	D

- A. INTEGRAL COLOR 1 SHALL BE SELECTED BY THE CONSTRUCTION MANAGER AND AS APPROVED BY OWNER.  
 B. INTEGRAL COLOR 2 SHALL BE SELECTED BY THE CONSTRUCTION MANAGER AND AS APPROVED BY OWNER.  
 C. COLOR SHALL BE IN ACCORDANCE TO SPECIFICATION SECTION 07 51 00.  
 D. MISCELLANEOUS METALS COLOR TO MATCH AND AS SELECTED BY THE CONSTRUCTION MANAGER AND APPROVED BY OWNER.



**1 NORTH ELEVATION**



**2 EAST ELEVATION**

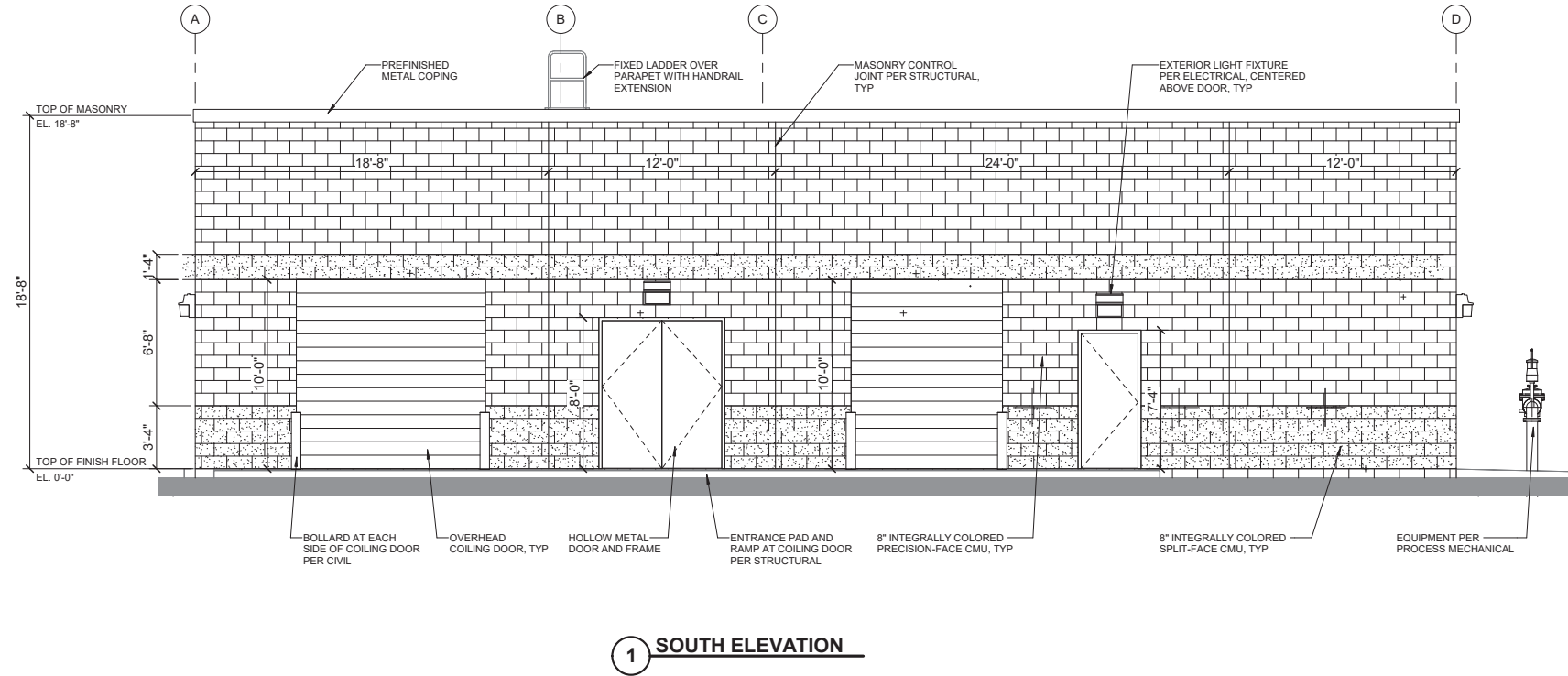


**SHEET NOTES**

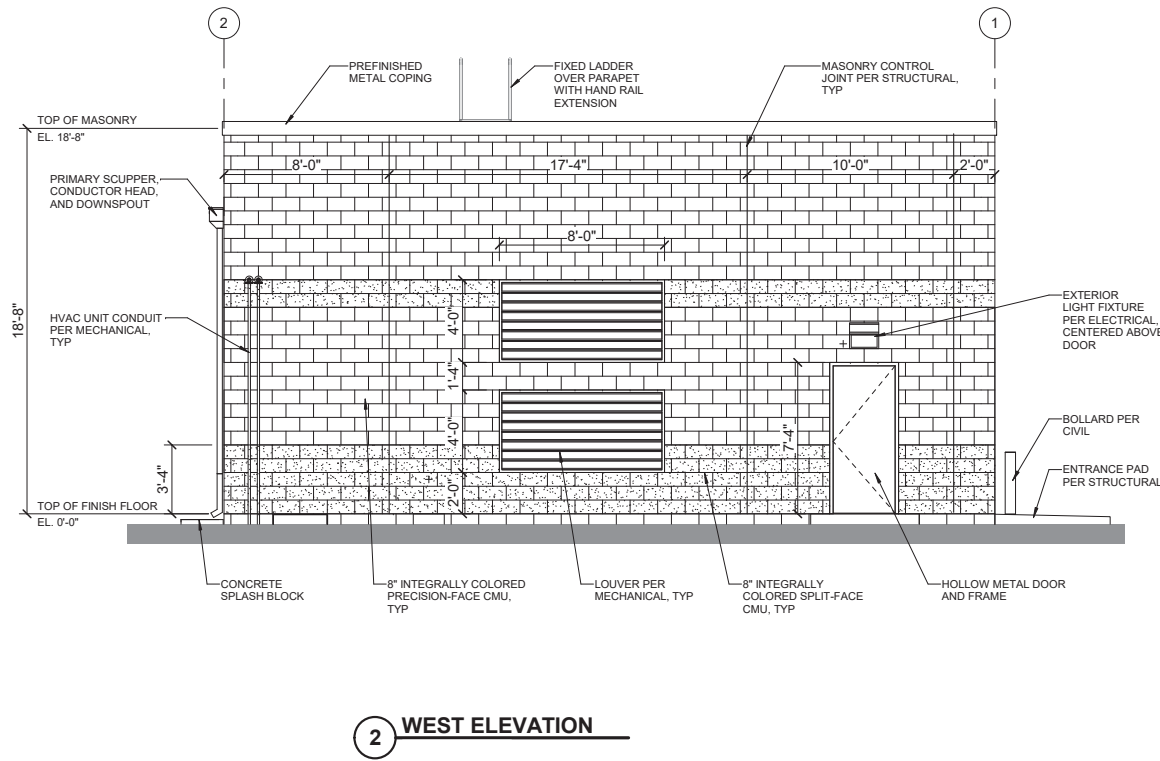
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9. REFERENCE CIVIL DRAWINGS FOR FINISH SCHEDULE AND DOOR SCHEDULES.
10. REFERENCE DRAWING A-001 FOR FINISH SCHEDULE AND DOOR SCHEDULES.
11. REFERENCE TO CIVIL DRAWINGS FOR FINAL GRADE ELEVATION.

EXTERIOR COLOR SCHEDULE						
SPLIT FACE BLOCK	PRECISION-FACE BLOCK	ROOF MEMBRANE	METAL FASCIA	DOOR & FRAMES, COILING DOORS	SCUPPERS AND DOWNSPOUTS	LOUVERS
A	B	C	D	D	D	D

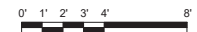
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 B. INTEGRAL COLOR 2 SHALL BE SELECTED BY THE CONSTRUCTION MANAGER AND AS APPROVED BY OWNER.  
 C. COLOR SHALL BE IN ACCORDANCE TO SPECIFICATION SECTION 07 51 00.  
 D. MISCELLANEOUS METALS COLOR TO MATCH AND AS SELECTED BY THE CONSTRUCTION MANAGER AND APPROVED BY OWNER.



**1 SOUTH ELEVATION**



**2 WEST ELEVATION**



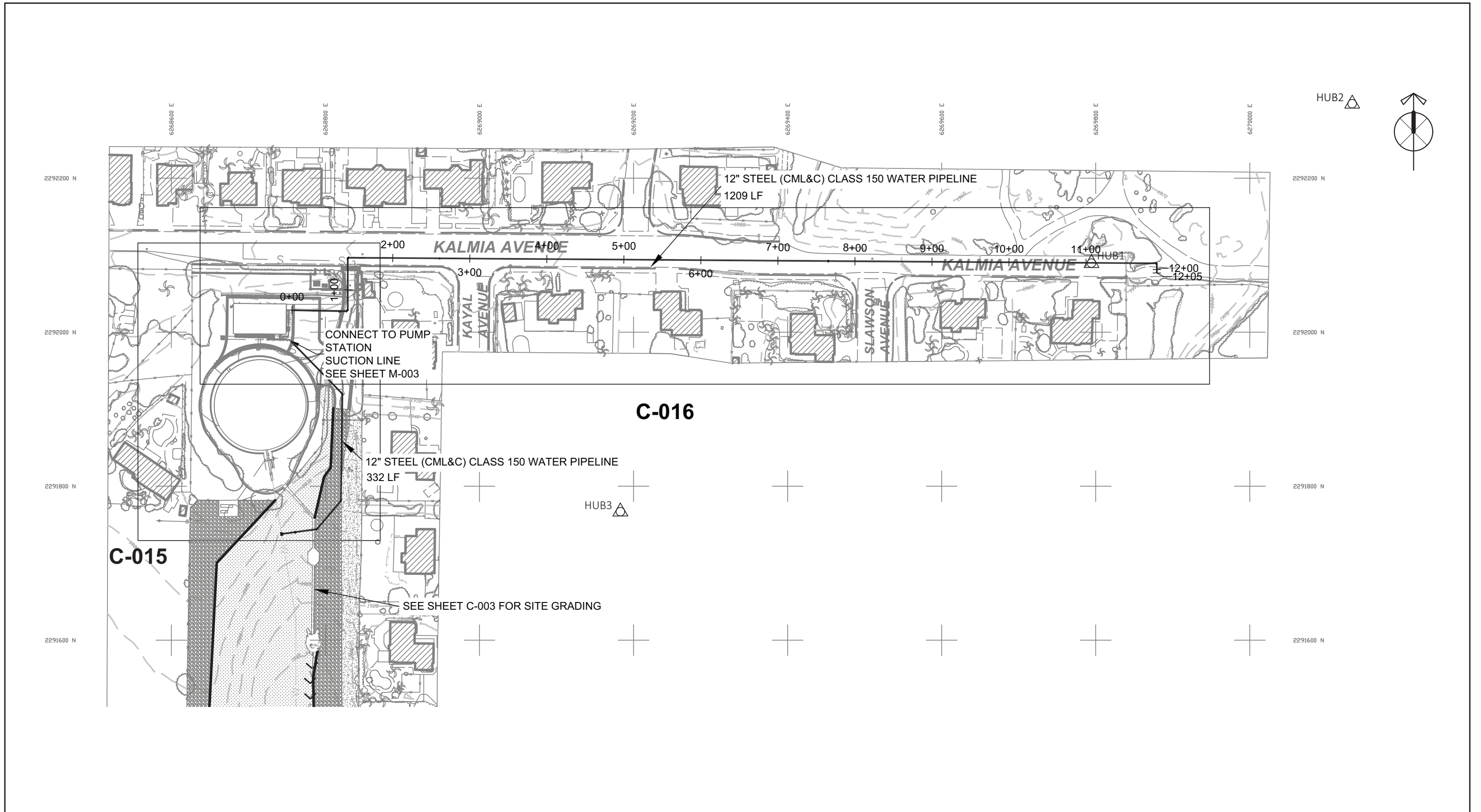


FIGURE 6  
Proposed Pipeline Connection within Kalmia Avenue

## 11. Standard Construction Practices

The District promotes the following standard practices during construction through inclusion in construction contracts and would ensure implementation of these measures as part of the proposed project:

- **Drainage/Erosion Control** – During construction, existing storm water facilities including catch basins, manholes, and ditches would be protected using erosion control measures. Design standards outlined in the Riverside County Design Handbook for Low Impact Development (Riverside County Flood Control and Watershed Conservation District 2011) would be implemented by the construction contractor as applicable to the project site's stormwater drainage features. In addition, the project contractor would be required to obtain a Construction General Permit pursuant to the National Pollutant Discharge Elimination System (NPDES), which would require development of a construction Storm Water Pollution Prevention Plan (SWPPP) and implementation of best management practices (BMPs) to prevent polluted runoff from leaving the construction site.
- **Groundwater Dewatering** – The proposed project may involve excavation as deep as five feet below ground surface. Soil logs for the geotechnical investigation to a depth of 51.5 feet below ground surface did not encounter any groundwater (Appendix A). However, if encountered during excavation, groundwater would be controlled using standard methods including stone sumps wrapped in filter fabric and dewatering basins or baffled tanks if required.
- **Air Quality/Dust Suppression** – The construction contractor would be required to comply with South Coast Air Quality Management District (SCAQMD) Rule 403 to control dust during construction. The contractor is required to have an approved Fugitive Dust Control Plan prior to grading or excavation. The construction contractor is required to comply with the California Air Resources Board's (CARB) In-Use Off-Road Diesel-Fueled Fleets Regulations, which would limit vehicle idling time to five minutes, restrict adding vehicles to construction fleets that have lower than Tier 3 engines, and establish a schedule for retiring older, less fuel-efficient engines from the construction fleet.
- **Geotechnical Standards** – A design-phase geotechnical report has been prepared for the proposed project. The recommendations from the geotechnical report will be incorporated into the final design and construction of the proposed project.
- **Unanticipated Discovery of Archaeological Resources** – If archaeological resources are encountered during ground-disturbing activities, work in the immediate area must halt and an archaeologist meeting the Secretary of the Interior's Professional Qualifications Standards for archaeology would be contacted immediately to evaluate the find. If the discovery proves to be eligible for the National Register of Historic Places and/or California Register of Historical Resources, additional work such as data recovery excavation and Native American consultation may be warranted.

- Unanticipated Discovery of Human Remains – If human remains are found, regulations outlined in the State of California Health and Safety Code Section 7050.5 state no further disturbance shall occur until the County Coroner has made a determination of origin and disposition pursuant to Public Resources Code Section 5097.98. In the event of an unanticipated discovery of human remains, the County Coroner must be notified immediately. If the human remains are determined to be prehistoric, the Coroner will notify the Native American Heritage Commission, which will determine and notify a most likely descendant. The most likely descendant shall complete the inspection of the site within 48 hours of being granted access and provide recommendations as to the treatment of the remains.

### *Project Characteristics*

The proposed BPS would be equipped with two vertical turbine pumps, with spare room for an additional turbine pump to be installed in the future. Each pump would be driven by a dedicated 75-horsepower electric motor. One pump would be active and one would be on standby. The active pump would discharge into a proposed 12-inch pipeline that feeds into the Dale 2194 PZ at the location of the check valve that separates the zone from the 2199C Covey PZ. Water supply to the BPS would be taken from the Kalmia Water Storage Tank, which is fed from the 1967 Kalmia PZ.

The pumps would operate in an auto mode based on a signal from the District's Telemetry System. A Remote Telemetry Unit would transmit alarm and status signals from the BPS to the existing Telemetry System and would receive control signals for pumping unit operation. The pumps would also be controlled manually and would be capable of a manual shutdown via a control panel in BPS. The operating set points would be determined during detailed project design. During detailed project design, a method to activate a pump during low pressure conditions when fire flows are needed would be investigated.

The BPS would have a diesel engine driven emergency standby power generator to supply power in the event of a utility outage. The generator would be sized for the full station load including motor starting capacity for pump motors with a maximum voltage dip of 20 percent. The generator would be located inside the BPS building in a separate room.

### *Project Construction*

Construction activities would take approximately 20 months. Approximately 1,209 linear feet of 12-inch pipeline would be constructed via open trench method. The trench would have a maximum depth of 13 feet and width of 2.5 feet. Approximately 42 linear feet of pipeline would be constructed per day and no blasting would occur. Project site runoff would stay within the existing drainage paths, either on the existing swale located southwest of the proposed pump station, or on the existing swale located south of the tank. The overall earthwork balance would be approximately 6,200 cubic yards and would either be spread on the project site or exported off-site. Material spread on-site would be placed on the southern portion of the project site, outside of the existing drainage swale. This material would be placed and compacted to the same specifications as other fill material to minimize erosion and would be landscaped as part of the proposed project.

The proposed project would comply with the City of Moreno Valley Municipal Code, which limits construction activities in two parts of the code: Sections 8.14.040(E) and 11.80.030(D)(7). Section 8.14.040(E) states that construction within the city shall only occur from 7:00 a.m. to 7:00 p.m. from Monday through Friday, excluding holidays and from 8:00 a.m. to 4:00 p.m. on Saturdays. Section 11.80.030(D)(7) states that no person shall operate or cause the operation of any tools or equipment used in construction, drilling, repair, alteration, or demolition work between the hours of 8:00 p.m. and 7:00 a.m. such that the sound creates a noise disturbance. For power tools, specifically, Section 11.80.030(D)(9) states that no person shall operate or permit the operation of any mechanically, electrically or gasoline motor-driven tool during nighttime hours that causes a noise disturbance across a residential property line. A noise disturbance is defined as any sound that disturbs a reasonable person of normal sensitivities, exceeds the sound level limits set forth in the Noise Ordinance, or is plainly audible (as measured at a distance of 200 feet from the property line of the source of the sound) if the sound occurs on privately-owned property, or public right-of-way, public space, or other publicly owned property.

Due to construction being proposed within the right-of-way of Kalmia Avenue, a Traffic Control and Detour Plan would be required, in accordance with the City of Moreno Valley traffic control guidelines. The project would also implement BMPs during construction consistent with the requirements of the NPDES Construction General Permit and the City standards. Project excavation and pipeline construction would be conducted consistent with requirements of the 2022 California Building Code (CBC) regarding unstable soils. Furthermore, the project would not require blasting or pile driving.

### *Project Access*

Regional access to the project site is provided by I-215 and SR-60. Local access is provided from I-215 traveling east on Ironwood Avenue, north on Kitching Street, then east on Kalmia Avenue. Local access from SR-60 is provided by traveling north on Perris Boulevard, then east on Kalmia Avenue. Project site access would consist of a 20-foot-wide access road with a 6-inch-high concrete curb from Kalmia Avenue to the new BPS and existing tank. Access to the project site would accommodate fire access and vehicle turning movement to meet the City's fire access equipment requirement. In addition, a 20-foot-wide gate would be installed at the northern limits of the property for security purposes.

### *Appurtenances*

Exterior above-grade equipment would be required for proper facility operation (piping, valves, etc.). Safety bollards, painted safety yellow, would be provided around the equipment to reduce the potential of vehicular strikes. The following identifies pieces of exterior appurtenant equipment that would be constructed as part of the proposed project.

Within the District's Kalmia Tank Property:

- 40-foot-tall antenna tower (for communications)
- Roof penetrations – exhaust fans, hatches, etc.
- Exterior light fixtures attached to the building
- Ladder on middle separation wall on roof



- Pressure relief above-ground piping adjacent to the building
- Electrical rolling gate including card readers
- Enclosure area fronting Kalmia Avenue for Southern California Edison's transformer and service pedestal
- Pole-mounted light-emitting diode (LED) lights

Within Kalmia Avenue (for the pipeline):

- Fire hydrants/air valves

#### 10. Required Approvals:

Eastern Municipal Water District – Adoption of the MND and approval of the Steeplechase Booster Pump Station Project.

#### 11. Other Required Agency Approvals or Permits Required:

The required permits and approvals are shown in Table 1.

Permit/Approval	Permitting/Approving Agency	Permit/Approval Trigger
Encroachment Permit	City of Moreno Valley	Required for any proposed pipeline in the public street
Construct/Operate Permit for Emergency Generator	South Coast Air Quality Management District	Emergency Generator
National Pollutant Discharge Elimination System (NPDES) Construction General Permit	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)
Drinking Water Supply Permit	California State Water Quality Control Board Division of Drinking Water	Required prior to the delivery of water for public consumption

#### 12. 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 7, 2022, the District initiated consultation with the following Native American tribes consistent with the requirements of Assembly Bill (AB) 52 who are traditionally and culturally affiliated with the geographic area of the proposed project to consult regarding potential impacts to tribal cultural resources:

- Agua Caliente Band of Cahuilla Indians
- Morongo Band of Mission Indians
- Rincon Band of Luiseño Indians

- San Manuel Band of Mission Indians
- Soboba Band of Luiseño Indians
- Pechanga Band of Luiseño Indians

To date, the District has conducted consultation with the Soboba Band of Luiseño Indians. As discussed in Section 4.18, the additional five Tribes included in the District’s consultation efforts either declined consultation or did not respond.

**13. Summary of Environmental Factors Potentially Affected:**

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

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

Alfred Javier, Director of Env. & Regulatory Compliance

\_\_\_\_\_  
Eastern Municipal Water District

October 23, 2023  
\_\_\_\_\_  
Date of Draft MND

\_\_\_\_\_  
Date of Final MND

## 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. Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

### EXPLANATIONS:

#### a. Less Than Significant Impact

Topography and a lack of dense vegetation or urban development offer scenic views throughout the city of Moreno Valley, including to and from hillside areas. Scenic features include gently sloping alluvial fans, rugged mountains and steep slopes, mountain peaks and ridges, rounded hills with boulder outcrops, farmland, and open space. Scenic vistas provide views of these features from public spaces.

Many of the scenic resources are outside the city limits. Scenic views from the city in general include: the Badlands and the higher San Jacinto Mountains to the east; the San Bernardino Mountains (from higher elevations in the city) to the north-northeast; Mt. Russell and the uplands surrounding Lake Perris to the southeast; and the Box Springs Mountain area to the north and northwest.

The project site is located in an urban environment surrounded by residential uses and developed with an existing District tank and public roadway. No scenic views are observable from the project site. The proposed BPS would be fenced and enclosed by a 19-foot-high masonry block wall building with 8-inch-thick walls within a 70-foot-long by 40-foot-wide footprint. Therefore, the most dominant view of the project site would continue to be of the existing District tank behind site fencing. Views would not substantially change from existing conditions and no scenic views would be obstructed by the proposed project. The approximately 1,209-linear-foot, 12-inch pipeline on the south

side of Kalmia Avenue heading eastward to the end of the paved surfaced located east of Slawson Avenue would be located underground with only fire hydrants and air valves visible above ground. Due to the lack of scenic views in the project vicinity and the limited proposed change to the visual environment, the proposed project would not have a substantial adverse effect on a scenic vista, and impacts would be less than significant.

**b. No Impact**

There are no state-designated scenic highways in the city of Moreno Valley (MoVal 2021a). The project site does not possess any scenic resources such as trees and rock outcroppings and is unremarkable in character. As described in Section 4.5a below, no historic resources exist on the project site. The proposed project would not substantially damage scenic resources within a state scenic highway. No impact would occur.

**c. Less Than Significant Impact**

The project site is located in an urban environment surrounded by residential uses and developed with an existing District tank and public roadway. Project implementation would not conflict with applicable zoning and other regulations governing scenic quality due to the lack of scenic views and the minimal change to the visual character of the existing District tank site. Therefore, aesthetic impacts would be less than significant.

**d. Less Than Significant Impact**

Project construction would be limited to daytime hours Monday through Friday and is not anticipated to require lighting. No night work is proposed. Furthermore, the pipeline would be located underground and permanent aboveground components would be limited to fire hydrants and air vents, which would not be lighted.

Operational lighting would be installed for security purposes, both on the proposed BPS building and pole mounted. All new outdoor lighting would comply with applicable codes and would be shielded and projected downward to avoid spillover beyond the project site. 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Conflict with existing zoning for agricultural use, or a Williamson Act Contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 1220[g]), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104[g])?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### EXPLANATIONS:

#### a. No Impact

The project site is located within a residential agriculture zone; however, it does not support agricultural activities. The proposed project consists of the construction of a new BPS within an existing developed District property, and approximately 1,209 linear feet of 12-inch pipeline within Kalmia Avenue. 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**

The project site is located within a residential agriculture zone; however, it does not support any agricultural activities. The proposed project consists of the construction of a new BPS within an existing developed District property, and approximately 1,209 linear feet of 12-inch pipeline within Kalmia Avenue. Therefore, the proposed project is not subject to a Williamson Act contract. No impact would occur.

**c. No Impact**

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) and is not zoned as forest or timberland. No impact would occur.

**d. No Impact**

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.

**e. No Impact**

There are no agricultural uses or forestlands on-site or in the vicinity of the project site. Therefore, the proposed project would not result in conversion of farmland or forest land. 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>



**EXPLANATIONS:****a. Less Than Significant Impact**

The proposed project is located within the South Coast Air Basin (Basin) under the jurisdiction of the SCAQMD. Air districts are tasked with regulating emissions to ensure that air quality in the basin does not exceed National or California Ambient Air Quality Standards (NAAQS and CAAQS). NAAQS and CAAQS represent the maximum levels of background pollution considered safe, with an adequate margin of safety, to protect the public health and welfare. NAAQS and CAAQS have been established for six common pollutants of concern known as criteria pollutants, which include ozone, carbon monoxide (CO), sulfur dioxide (SO<sub>2</sub>), NO<sub>2</sub>, lead, and respirable particulate matter (PM<sub>10</sub> and PM<sub>2.5</sub>).

The Basin is currently classified as a federal non-attainment area for ozone and PM<sub>2.5</sub> and a state non-attainment area for ozone, PM<sub>10</sub>, and PM<sub>2.5</sub>. The regional air quality plan, the 2016 Air Quality Management Plan (AQMP), outlines measures to reduce emissions of ozone and PM<sub>2.5</sub>. Whereas reducing PM concentrations is achieved by reducing emissions of PM<sub>2.5</sub> to the atmosphere, such as dust control measures during construction, reducing ozone concentrations is achieved by reducing the precursors of photochemical formation of ozone, VOC, and NO<sub>x</sub>. Solutions for scrubbing ozone precursors from emissions have been implemented through government regulation and would apply to the vehicles and equipment used for project construction and operation. For example, the automotive industry in the U.S. has cut vehicle emissions of ozone-exacerbating pollutants more than 99 percent over the past few decades. This has been accomplished largely through regulations that have required changes to gasoline formulation as well as engine technology, including vehicle emissions components such as catalytic converters.

Growth forecasting for the 2016 AQMP was 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 be considered consistent with the AQMP. Projects that propose a different land use than is identified in the local general plan may also be considered consistent with the 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 AQMP.

The project site is designated as Residential with a density of five dwelling units per acre (R5) and is zoned RA2 (Residential Agriculture, two dwelling units per acre). The proposed project would not be a significant source of operational emissions because operational emissions would be limited to minor vehicle/equipment use associated with routine inspection and maintenance – much less than would be experienced if the site built out with residential uses. This is because just two residential units would generate 20 average daily trips, which is much greater than the 2 average daily trips that would be associated with project operation. There are 4.5 residential lots located along the eastern property line of the project site, occupying a smaller footprint than the project site.

Project construction would not result in significant air quality impacts (see Section 4.3b below). The proposed project does not include growth-generating components, but rather would accommodate existing and planned growth through the continued safe and reliable pumping and distribution of potable water. As such, the proposed project would be consistent with growth projections contained

in the General Plan (or General Plan Update) and AQMP forecasts. Based on these considerations and pursuant to SCAQMD guidelines, project-related emissions are accounted for in the 2016 AQMP. Therefore, the proposed project would not conflict with or obstruct implementation of the applicable air quality plan, and impacts would be less than significant.

## b. Less Than Significant Impact

### *Regional Significance Thresholds*

NAAQS and CAAQS have been established for six criteria pollutants (ozone, CO, SO<sub>2</sub>, NO<sub>2</sub>, lead, and PM). As described in Section 4.3a above, the SCAQMD is the air pollution control agency responsible for protecting the people and the environment of the Basin from the effects of air pollution. Accordingly, the District evaluates project air quality emissions based on the quantitative emission thresholds originally established in the SCAQMD's CEQA Air Quality Handbook (SCAQMD 1993). SCAQMD's significance thresholds for impacts to regional air quality are shown in Table 2.

Pollutant	Emissions (pounds)	
	Construction	Operational
Oxides of Nitrogen (NO <sub>x</sub> )	100	55
Volatile Organic Compounds (VOC)	75	55
Coarse Particulate Matter (PM <sub>10</sub> )	150	150
Fine Particulate Matter (PM <sub>2.5</sub> )	55	55
Oxides of Sulfur (SO <sub>x</sub> )	150	150
Carbon Monoxide (CO)	550	550
Lead (Pb)*	3	3

SOURCE: SCAQMD Air Quality Significance Thresholds (SCAQMD 2015).

The proposed project would result in short-term emissions associated with construction. Operation of the proposed project would result in emissions related to minor vehicle use associated with routine inspection and maintenance and routine emergency generator testing. The pumps would run on electricity which would not result in emissions of criteria pollutants. For modeling purposes, it was assumed that the generator would be tested for a maximum duration of one hour per day, up to 50 days per year. Mobile emissions were modeled using a standard trip generation rate for heavy industrial uses (1.5 trips per 1,000 square feet per day). This is conservative since the proposed project would only generate routine vehicle trips associated with periodic maintenance. Construction and operational emissions associated with the proposed project were modeled using the California Emissions Estimator Model (CalEEMod) Version 2020.4.0 (California Air Pollution Control Officers Association 2021). Construction activities are anticipated to last for 20 months and were modeled beginning in 2023. Default construction phases and equipment were modeled.

Table 3 shows the total projected construction maximum daily emission levels for each criteria pollutant, and Table 4 summarizes the total operational maximum daily emissions. The CalEEMod output files are contained in Appendix B.

To assess the significance of the air quality emissions resulting from construction of the proposed project, construction emissions were compared to the significance thresholds shown in Table 2. These thresholds are designed to provide limits below which project emissions would not significantly change regional air quality.

As shown in Tables 3 and 4, maximum daily construction and operational emissions associated with the proposed project are projected to be less than the applicable thresholds for all criteria pollutants, including emissions for ozone precursors (reactive organic gases [ROG] and NO<sub>x</sub>), PM<sub>10</sub>, and PM<sub>2.5</sub>. Therefore, the proposed project would not result in a cumulatively considerable net increase in emissions of ozone, PM<sub>10</sub>, or PM<sub>2.5</sub>, and impacts would be less than significant.

Table 3 Summary of Maximum Buildout Construction Emissions (pounds per day)						
Construction Activities	Pollutant					
	ROG	NO <sub>x</sub>	CO	SO <sub>x</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
Site Preparation	1	6	4	<1	1	<1
Grading	1	10	6	<1	3	1
Building Construction	1	6	7	<1	<1	<1
Paving	1	5	8	<1	<1	<1
Architectural Coatings	1	1	2	<1	<1	<1
<b>Maximum Daily Total</b>	<b>1</b>	<b>10</b>	<b>8</b>	<b>&lt;1</b>	<b>3</b>	<b>1</b>
<i>Significance Threshold</i>	<i>75</i>	<i>100</i>	<i>550</i>	<i>150</i>	<i>150</i>	<i>55</i>
SOURCE: Appendix B.						

Table 4 Summary of Maximum Buildout Operational Emissions (pounds per day)						
Source	Pollutant					
	ROG	NO <sub>x</sub>	CO	SO <sub>x</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
Area	<1	<1	<1	<1	<1	<1
Energy	<1	<1	<1	<1	<1	<1
Mobile	<1	<1	<1	<1	<1	<1
Stationary	1	2	2	<1	<1	<1
<b>Maximum Daily Total</b>	<b>1</b>	<b>2</b>	<b>2</b>	<b>&lt;1</b>	<b>&lt;1</b>	<b>&lt;1</b>
<i>Significance Threshold</i>	<i>75</i>	<i>100</i>	<i>550</i>	<i>150</i>	<i>150</i>	<i>55</i>
SOURCE: Appendix B.						

### Localized Significance Thresholds

In addition to these regional significance thresholds, the SCAQMD utilizes Localized Significance Thresholds (LSTs) to evaluate localized air quality impact to sensitive receptors in the vicinity of the proposed project (SCAQMD 2008). 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. Localized air quality impacts would occur if pollutant concentrations at sensitive receptors exceeded applicable NAAQS or CAAQS.

The project site is located within Moreno Valley Source Receptor Area 24. LSTs apply to on-site air emissions of CO, NO<sub>2</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub>. The LST Methodology states that only on-site emissions should be compared to LSTs. Therefore, off-site emissions associated with worker travel, materials deliveries, and other mobile sources are not evaluated against LSTs.

The maximum on-site daily emissions for CO, NO<sub>x</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub> for construction and operational activity are compared to the applicable screening thresholds based on total emissions calculated using CalEEMod, acreage disturbed per day, and the distance to the closest sensitive receptor. The LSTs for a 1-acre site located in Source Receptor Area 24, Moreno Valley, with receptors at a distance of 25 meters, were used. The results of the LST analysis are provided in Table 5.

Table 5 LST Analysis – Construction and Operation				
	Pollutant			
	NO <sub>x</sub>	CO	PM <sub>10</sub>	PM <sub>2.5</sub>
Maximum Daily Construction Emission	10.20	7.53	2.58	1.41
<i>LST – Construction</i>	<i>118</i>	<i>602</i>	<i>4</i>	<i>3</i>
Maximum Daily Operational Emission	1.96	1.90	0.14	0.11
<i>LST – Operation</i>	<i>118</i>	<i>602</i>	<i>1</i>	<i>1</i>
Threshold Exceeded?	No	No	No	No

As shown in Table 5, maximum localized construction emissions would not exceed any of the SCAQMD recommended localized screening thresholds. Therefore, the proposed project would not exceed the LST thresholds for CO, NO<sub>x</sub>, PM<sub>10</sub>, or PM<sub>2.5</sub>, and impacts would be less than significant.

### c. Less Than Significant Impact

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 sensitive receptors located closest to the proposed construction activities are the single-family residential uses surrounding the project site. Pollutants that have the potential to affect sensitive receptors include criteria pollutants, diesel particulate matter (DPM), and CO hotspots. Impacts to sensitive receptors from criteria pollutants are discussed above in Section 4.3b, Localized Construction Impacts. DPM and CO hotspots are discussed below.

#### *Diesel Particulate Matter*

Construction-related activities would result in short-term emissions of DPM exhaust emissions from off-road, heavy-duty diesel equipment. Diesel PM has been identified by the CARB as a carcinogen. Cancer risk is dependent on the exposure concentration (dose) and duration of exposure. Generation of DPM from construction projects typically occurs in a single area for a short period. The risks associated with exposure to DPM is typically evaluated based on a lifetime of chronic exposure, which

is defined as 24 hours per day, 7 days per week, 365 days per year, for 70 years. The proposed project's generation of DPM would be limited to the 20-month construction period. Operational sources of DPM would be limited to periodic testing of the emergency generator, which would be tested monthly for a maximum of one hour per day and no more than 50 hours per year. As shown in Table 5, on-site PM<sub>10</sub> and PM<sub>2.5</sub> emissions, which include DPM, would be less than the applicable LSTs. Additionally, the emergency generator would be subject to the SCAQMD permitting process. As a part of the final permitting process, the SCAQMD will review the emissions and emission rates for permitted equipment (including the emergency generators and boilers) and ensure that health risks are minimized. Therefore, the proposed project would not result in short-term or long-term exposure of sensitive receptors to DPM, and potential 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 congested intersections where idling and queuing occurs. 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. In 2007, the South Coast Air Basin was designated in attainment for CO under both the CAAQS and NAAQS. The CO hotspot analysis conducted by the SCAQMD for the CO attainment did not predict a violation of CO standards at the busiest intersections in Los Angeles during the peak morning and afternoon periods. The SCAQMD's 2003 AQMP and the 1992 Federal Attainment Plan for CO indicate that peak CO concentrations in the years before the attainment redesignation were a result of unusual meteorological and topographical conditions and not of congestion at a particular intersection (SCAQMD 1993 and 2003). Under existing and future vehicle emission rates, the Bay Area Air Quality Management District found that a proposed project would have to increase traffic volumes at a single intersection by more than 44,000 vehicles per hour—or 24,000 vehicles per hour where vertical and/or horizontal air does not mix—to generate a significant CO impact (Bay Area Air Quality Management District 2017). The proposed project vehicle trips would be limited to routine maintenance and inspection. The proposed project would not result in an increase in traffic at any intersection that would exceed the volumes described above. Therefore, the proposed project would not expose sensitive receptors to substantial pollutant concentrations associated with CO hot spots, and impacts would be less than significant.

#### **d. Less Than Significant Impact**

During construction, diesel equipment may generate some nuisance odors. Sensitive receptors near the project site include residential uses; however, exposure to odors associated with project construction would be short term and temporary in nature and would not affect a substantial number of people. Once the proposed project is in operation, the pump station would require regular operational and maintenance work to ensure its proper function and would not be a source of odors. For this reason, odors are not expected to be perceptible off-site and 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 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)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Conflict with any local policies or ordinances protecting biological resources, such as tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**EXPLANATIONS:****a. Potentially Significant Unless Mitigation Incorporated**

This section is based on the Biological Resources Constraints Survey (Appendix C) and the Habitat Assessment and Burrowing Owl Focused Survey (Appendix D) prepared by RECON. RECON biologist Alex Fromer conducted a general biological survey on February 4, 2022 to evaluate the resources within the project site. A 77.3-acre survey area, including all areas to be potentially impacted (3.93 acres) and a 500-foot buffer, were evaluated to determine the current condition of the biological resources present within and adjacent to the proposed project (Figure 7).

**Vegetation Communities/Land Cover Types**

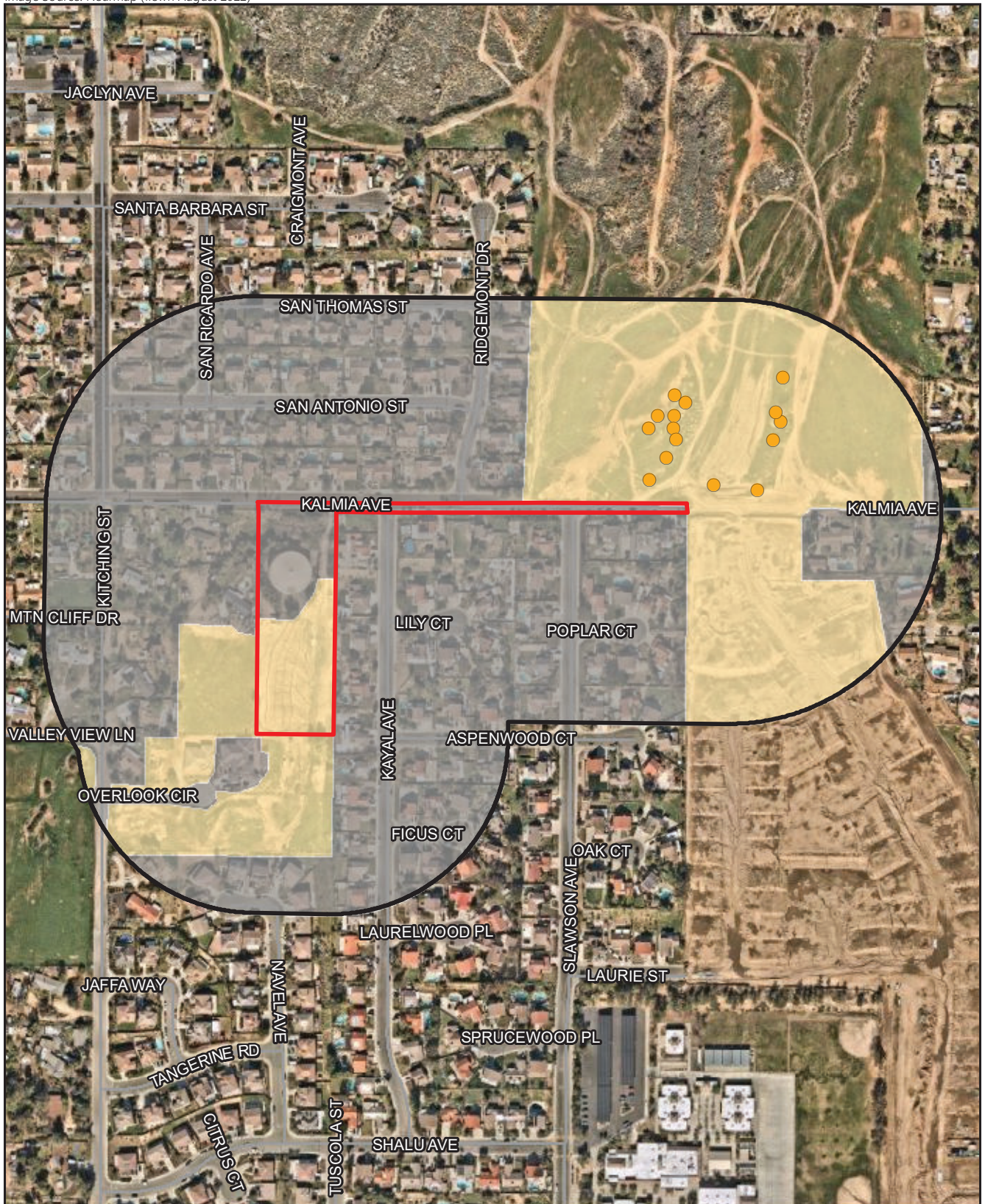
The biological survey identified two vegetation communities/land cover types within the biological survey area: disturbed habitat and urban/developed (see Figure 7). The acreage of these vegetation communities/land cover types are presented in Table 6.

The urban/developed consists of paved roads and residential development including ornamental vegetation.

The disturbed habitat is comprised of undeveloped land in the northwestern portion of the survey area and undeveloped lots or portions of private properties in the southwestern and southeastern portions of the survey area. The disturbed land in the northwestern portion of the survey area is dominated by common fiddleneck (*Amsinckia menziesii*) and appears to see frequent disturbance. Brome (*Bromus* sp.) and barley (*Hordeum* sp.) are also found throughout, with redstem filaree (*Erodium cicutarium*) also present. Small, sparse patches of brittlebush (*Encelia farinosa*) also exist within the central portion of this area that is predominantly comprised of open ground, with scattered to dense non-native weeds, native wildflowers, and low-lying annual grasses. This area of disturbed land also includes open areas created by off-road vehicles and access roads and a few soil and debris piles. The disturbed land in the southwestern and southeastern portions of the survey area are primarily comprised of open ground, with moderate to dense non-native weeds and low-lying annual grasses in addition to a large patch of bare ground with erosion within the southern portion of the proposed project boundary. The eastern portion of the project site contains a small patch of dense deerweed (*Acmispon glaber*) with an understory of non-native ruderal vegetation.

Vegetation Communities	Proposed Project Site	Survey Area
Disturbed Habitat	1.82	27.22
Urban/Developed	2.11	50.10
<b>TOTAL</b>	<b>3.93</b>	<b>77.32</b>

The proposed project would result in a total of up to 1.82 acres of direct impacts to disturbed habitat and 2.11 acres of urban/developed land (see Figure 7). Impacts to disturbed habitat and urban/developed land are not considered significant as these land cover types are not considered sensitive. Therefore, impacts would be less than significant.



- Project Boundary
- Survey Area
- Burrows
- Vegetation Community**
- Disturbed Habitat
- Urban/Developed



FIGURE 7  
Existing Biological Resources



## Plant Species

No sensitive plants were detected at the time of the biological survey and none are expected to occur given the disturbed nature of the project site and soils. The project site also occurs outside of any MSHCP Narrow Endemic Plant Species Survey Area or Criteria Area Plant Species Survey Area. A record of Parry's spineflower (*Chorizanthe parryi* var. *parryi*) is found in the California Natural Diversity Database within two miles of the survey area; however, it is not expected to occur within the project site due to the age of the single observation (1950s) of this species, lack of suitable coastal sage scrub, chaparral, cismontane woodland, or grassland habitat, and disturbed nature of the site and soils. Therefore, impacts would be less than significant.

## Wildlife

There are no state or federally state listed species that occur in the project site.

### *Western Burrowing Owl*

No burrowing owl individuals or any sign of burrowing owl activity were detected on the project site or within the 500-foot burrowing owl assessment buffer (survey area). However, the disturbed land in the northeastern portion of the survey area supported several squirrel burrows that were large enough to potentially support burrowing owl. The remaining disturbed habitat in the southwestern and southeastern portions of the survey area contains open areas within the 500-foot burrowing owl assessment buffer; however, the potential for this species to occur is low to moderate given the level of dense residential development in the immediate vicinity to these areas and lack of potentially suitable burrows. While no burrowing owl or burrowing owl sign were detected, the disturbed habitat within and adjacent to the project area has potential to support burrowing owl. Mitigation measures BIO-1 and BIO-2 would require a pre-construction special-status species sensitivity training and pre-construction survey prior to the commencement of construction to ensure no burrowing owls have entered the area to avoid direct or indirect impacts to the species or any active nests, if present. Therefore, implementation of mitigation measures BIO-1 and BIO-2 would reduce potential impacts to burrowing owls to a level less than significant.

### *Stephens' Kangaroo Rat*

This species has low potential to occur due to the high level of soil disturbance and lack of suitable grassland habitat within the survey area. The survey area is located outside the core areas for this species identified within the MSHCP (County of Riverside 2003). Additionally, this species is not known to occur within one mile of the survey area. Therefore, impacts would be less than significant.

### *Coastal California Gnatcatcher*

This species is not expected to occur due to a lack of suitable coastal sage scrub habitat. While some small patches of native shrubs (e.g., brittlebush, deerweed) exist within the survey area, none of the patches are large enough or provide the appropriate vegetation structure to support breeding coastal California gnatcatcher. Therefore, impacts would be less than significant.

*Least Bell's Vireo*

This species is not expected to occur due to a lack of riparian vegetation within the survey area. In addition, none of the ornamental vegetation found throughout the survey area contains the appropriate vegetation structure or density to support breeding least Bell's vireo. Therefore, impacts would be less than significant.

*Migratory and Nesting Birds*

The majority of the survey area, including the man-made structures and ornamental vegetation found within the urban/developed lands and disturbed habitat, has potential to support migratory and nesting bird species. Urban adapted species in particular have been known to nest within ornamental vegetation or the eaves of houses or openings in structures. In addition, several ground nesting species have the potential to nest within the open areas found within the disturbed habitat and urban/developed lands within the survey area. The proposed project has the potential to result in direct impacts to nesting and migratory birds should vegetation removal or grading within the proposed project impact footprint occur during the general avian breeding season (January 15 to August 31). Direct impacts to nesting and migratory birds if present at the time of project construction would be considered significant and require mitigation. If vegetation clearing must take place during the nesting season, mitigation measure BIO-3 would require a qualified biologist to perform a pre-construction survey for nesting birds. Implementation of mitigation measure BIO-3 would reduce impacts on nesting and migratory birds to a level less than significant.

**b. No Impact**

Direct impacts associated with the proposed project would be limited to disturbed habitat and urban/developed land. None of these vegetation communities qualify as sensitive riparian habitats. Therefore, no impact would occur.

**c. No Impact**

No potential jurisdictional wetlands or waters, including riparian/riverine areas or vernal pools, were observed within or adjacent to the project site. Therefore, no impact would occur.

**d. Less Than Significant Impact**

The project site is located on partially unimproved lots and roadways that are primarily surrounded by residential development. No components of the proposed project are within existing or proposed criteria areas or reserves defined by the MSHCP. Though the project site likely provides habitat for urban-adapted species, the project site does not provide a throughway for wildlife movement due to the site's location in a developed area and lack of connectivity to off-site areas of open space. Also, the project site is unlikely to support wildlife nursery sites or large roosting or breeding colonies due to the disturbed nature of the site. Therefore, the project site would not be considered part of a wildlife corridor, and impacts would be less than significant.

**e. Less Than Significant Impact**

The City's General Plan (Open Space & Resource Conservation) provides policies related to protecting biological resources and implementing the MSHCP. As discussed in further detail below,

the proposed project is consistent with the MSHCP, and therefore would not conflict within any City General Plan policies pertaining to the protection of biological resources. In addition, the City's Development Code (Chapter 9.17.030.F Tree Preservation and Maintenance and Chapter 9.17.030.G Heritage Trees) provides regulations and guidelines for the protection of existing trees. Removal of existing trees on the project site would be in conformance with these regulations. Therefore, the proposed project would not conflict with any local policies or ordinances protecting biological resources, and impacts would be less than significant.

#### **f. Potentially Significant Unless Mitigation Incorporated**

The project site is located within the boundaries of the Western Riverside MSHCP (County of Riverside 2003). The MSHCP allocates responsibility for assembly and management of its Conservation Areas to local, state, and federal governments, as well as private and public entities engaged in construction that may impact MSHCP covered species. As lead agency, the District is not a participant in the MSHCP; however, the proposed project must still demonstrate it would not prevent implementation of the conservation goals and objectives of the MSHCP. The project is not located within a designated criteria cell, so no mitigation for impacts to vegetation communities would be required by the MSHCP. No riparian/riverine areas, vernal pools, or narrow endemic plant species are present. As portions of the proposed project are located within the MSHCP-designated burrowing owl survey area, mitigation measure BIO-2 would be required, as addressed in Section 4.4a. Implementation of mitigation measure BIO-2 requires focused surveys to occur prior to construction. Implementation of mitigation measure BIO-2 would reduce impacts on burrowing owls to a level less than significant and ensure consistency with the MSHCP.

#### **Mitigation Measures**

##### **BIO-1: Pre-Construction Special-Status Species Sensitivity Training**

Prior to the start of construction activities, a qualified biologist shall prepare a Worker Environmental Awareness Program (WEAP) that provides a description of the potentially occurring special-status species that could be affected by the proposed project. The WEAP training shall:

- Include information on identifying special-status species.
- Include measures to avoid special-status species during construction activities.
- Be provided to all construction personnel by a qualified biologist.
- Be documented for all construction personnel on a sign-in sheet maintained on-site at all times during construction activities.

When applicable, the qualified biologist shall also verify fencing or marking limits of disturbance (marking habitat suitable to support special-status species and sensitive vegetation communities) prior to the start of construction activities.

##### **BIO-2: Western Burrowing Owl**

A pre-construction take avoidance survey for this species would be required within all suitable habitat located inside the burrowing owl survey area (suitable habitat within the project footprint, plus a 500-foot buffer). 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 or adjacent to the impact area, the project shall avoid disturbing active burrowing owl burrows (nesting sites) and burrowing owl individuals. The following measures would be implemented and incorporated into the WEAP, upon authorization from CDFW:

- 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: Migratory and Nesting Birds**

If construction activities occur during the nesting season (January 15 through August 31), pre-construction surveys for breeding and nesting birds and raptors shall be required. Beginning 14 days prior to construction activities, a qualified biologist shall conduct weekly surveys within 500 feet of the construction limits to determine and map the location and extent of breeding birds that could be affected by the project. Surveys shall include the following:

- Conduct surveys at appropriate nesting times.
- Concentrate on potential roosting or perch sites.
- Conduct surveys on a weekly basis with the last survey conducted not more than three days prior to the start of construction activities.

When an active nest is located, the following shall be implemented to minimize potential impacts:

- Clearing and construction activities, within appropriate buffers as determined by a qualified biologist, shall be postponed until the nest is vacated, the juveniles have fledged, and there is no evidence of a second attempt at nesting.
- The buffer zone will be established in the field with flagging and stakes.
- Temporary fencing and signage shall be maintained during the duration of the project.

- Construction personnel shall be instructed on the sensitivity of the area and be advised not to work, trespass, or engage in activities that would disturb nesting birds near or inside the buffer.
- On-site monitoring may be required to ensure that no direct or indirect impacts occur to the active nests.
- Project activities may encroach into the buffer only at the discretion of the qualified biologist.

## 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Disturb human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

### EXPLANATIONS:

#### a. No Impact

A Cultural Resources Survey Report was prepared by RECON on January 6, 2023 (Appendix E). In order to determine if the proposed project would adversely impact significant cultural resources, background research, review of historic aerial photographs and an on-foot survey of the proposed project was completed. On May 3, 2021, RECON archaeologist Carmen Zepeda-Herman conducted a pedestrian survey of the project site and no cultural resources were identified. The project site is developed with an existing District tank and covered in what appears to be imported fill and road gravel. The earliest photograph of the project site dates to 1966. In 1966, the project site was not developed and looked to be in an alluvial area. Similar conditions were noted until the 1997 photograph when the existing development pad had been graded and the tank installed. The next change was the installation of the existing concrete pad in the 2012 photograph.

The records search, historic aerial photographs, and on-foot survey did not identify any historic structures or resources. Therefore, the proposed project would not cause a substantial adverse change in the significance of an historical resource pursuant to §15064.5. No impact would occur.

### **b. Potentially Significant Unless Mitigation Incorporated**

The records search results and the pedestrian survey indicated that there are no previously recorded cultural resources within the project's area of potential effect (APE; see Appendix E). Additionally, the Sacred Lands File search results were negative. However, due to the project site being within Traditional Use Areas and being considered sensitive because there are existing cultural resource sites known in the surrounding areas, construction activities would have the potential to unearth previously unknown tribal cultural resources, the discovery of which would be considered a significant impact. Implementation of mitigation measures CUL-1 through CUL-7 would reduce impacts related to archaeological resources to a level less than significant.

### **c. Potentially Significant Unless Mitigation Incorporated**

There are no formal cemeteries or recorded burials in the vicinity of the project site. Therefore, the potential for encountering human remains during construction is very low. In accordance with Health and Safety Code Section 7050.5, CEQA Section 15064.5(e), and Public Resources Code Section 5097.98, if any human remains are discovered, all work would be halted in the vicinity of the discovery, the appropriate authorities would be notified, and standard procedures for the respectful handling of human remains would be adhered to. Implementation of mitigation measures CUL-5 through CUL-7 would reduce impacts regarding the disturbance of human remains to a level less than significant.

### **Mitigation Measures**

#### **CUL-1: Cultural Resources Treatment and Monitoring Agreement**

At least 30 days prior to the start of ground-disturbing activities, EMWD shall contact the Consulting Tribe(s) to develop Cultural Resources Treatment Monitoring Agreement(s) (Agreement). The Agreement(s) shall address the treatment of archaeological 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.

#### **CUL-2: 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 District 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-3: Tribal Monitoring Agreements**

A qualified archaeological monitor and Consulting Tribe(s) tribal monitor shall be present for ground-disturbing activities associated with the project, and both the project archaeologist and tribal monitor(s) will determine the areas with a potential for encountering cultural material. At least seven business days prior to ground-disturbing activities, District shall notify the Tribe(s) of the grading/excavation and monitoring program/schedule, to coordinate the tribal monitoring schedule. Both the archaeologist and the 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 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(s), details of which shall be addressed in the Cultural Resources Treatment and Monitoring Agreement in mitigation measure CUL-1. Treatment may also include curation of the cultural resources at a tribal curation facility, as determined in discussion among the District, the project archaeologist and tribal representatives as addressed in the Cultural Resources Treatment and Monitoring Agreement referenced in mitigation measure CUL-1.

### **CUL-4: 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-5: Disposition of Inadvertent Discoveries**

In the event that Native American cultural resources are recovered during the course of grading (inadvertent discoveries), the following procedures shall be carried out for final disposition of the discoveries with the Tribe(s). The District shall relinquish ownership of all cultural resources, including sacred items, burial goods, and all archaeological artifacts and non-human remains as part of the required mitigation for impacts to cultural resources, and adhere to the following:

- 1) Preservation-in-place is the preferred option; preservation-in-place means avoiding the resources and leaving them in the place where they were found with no development affecting the integrity of the resource.
- 2) If preservation-in-place is not feasible, on-site reburial of the discovered items as detailed in the plan required pursuant to mitigation measure CUL-2 is the next preferable treatment measure. This shall include measures and provisions to protect the future reburial area from further impacts in perpetuity. Reburial shall not occur until all legally required cataloging and basic recordation have been completed. No recordation of sacred items shall be permitted without the written consent of all Consulting Native American Tribal Governments.
- 3) In the event that on-site reburial is not feasible, the District will enter into a curation agreement with an appropriate qualified repository with Riverside County that meets federal standards per 36 Code of Federal Regulations 800 Part 79 and therefore would be curated and made available to other archaeologists/researchers for further study. The collections and associated records shall be transferred, including title, to an appropriate curation facility within Riverside County, to be accompanied by payment of the fees necessary for permanent curation.

#### **CUL-6: 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.

#### **CUL-7: 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 Native American Heritage Commission within 24 hours. Subsequently, the Native American Heritage Commission 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

### EXPLANATIONS:

#### a. Less Than Significant Impact

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 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 as the proposed project would comply 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.) generate lower emissions, use less energy, and are 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 proposed project 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 maintenance worker vehicle trips and electricity usage. The BPS would be equipped with two vertical pumps rated at 900 gallons per minute into a pressure head of 275 feet. Each pump would be driven by a dedicated 75-horsepower electric motor. One pump would be active, and one would be a standby. The pumps would utilize the latest in booster pump technology and efficiency. The proposed project would not use energy in a wasteful, inefficient, or unnecessary manner. Therefore, operation of the proposed

project 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

Construction equipment would be subject to CARB's idling regulations and Tier 3 In-Use Off-Road Diesel Engine Standards. Operation of the proposed project would not require ongoing or regular use of energy. Therefore, the proposed project 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii. Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii. Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv. Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Be located on a geologic unit or soil that is unstable, 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Issue	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**EXPLANATIONS:**

Converse Consultants prepared two Geotechnical Reports for the proposed project: Steeplechase and Kalmia BPS Replacement (see Appendix A) and Approximately 1,209 Linear Feet of Pipeline (Appendix F).

**a.i. Less Than Significant Impact**

Review of Map S-1 of the MoVal 2040 General Plan determined that there are no known Alquist-Priolo fault zones and no known active faults traversing the project site (MoVal 2022a). The nearest active fault zone is a Riverside County Fault Zone located approximately 1.5 miles northeast of the project site and the San Jacinto Fault Zone located approximately 2.3 miles northeast of Kalmia Avenue. Therefore, the risk of earthquake ground rupture is low, and 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**

The project site is located in a seismically active southern California region. However, the proposed project is limited to constructing a BPS and an approximately 1,209-linear-foot pipeline and would not introduce any residential, commercial, or other uses that could expose people to strong ground shaking. Therefore, impacts related to strong seismic shaking would be less than significant.

**a.iii. Less Than Significant Impact**

Liquefaction is a phenomenon where water-saturated granular soil loses shear strength during strong ground shaking produced by earthquakes. The loss of soil strength occurs when cyclic pore water pressure increases below the groundwater surface. Potential hazards due to liquefaction include the loss of bearing strength beneath structures; feasibly causing foundation failure or significant settlements and differential settlements. Review of Map S-2 of the MoVal 2040 General

Plan determined that the project site is located within a low liquefaction hazard zone (MoVal 2021a). Therefore, impacts related to liquefaction would be less than significant.

**a.iv. Less Than Significant Impact**

The project site and surrounding area are relatively flat and do not possess any slopes that could generate a landslide. Furthermore, the proposed project would not introduce any residential, commercial, or other uses that could expose people to landslides. Therefore, the proposed project would not cause or increase the potential for landslides, and impacts would be less than significant.

**b. Less Than Significant Impact**

The proposed project would implement BMPs during construction consistent with the requirements of the NPDES Construction General Permit and the City standards that are designed to minimize erosion potential by controlling storm water flows and minimization of topsoil loss. Therefore, compliance with the requirements of the NPDES Construction General Permit would prevent substantial soil erosion or the loss of topsoil, and impacts would be less than significant.

**c. Less Than Significant Impact**

As described in the Section 4.6aiii above, the project site is located within a low liquefaction hazard zone. No portion of the project site is located within a currently designated State of California or Riverside County Landslide Zone (see Appendix A). Seismically induced lateral spreading involves primarily lateral movement of earth materials due to ground shaking. Therefore, the potential for landslides or lateral spreading the project site is considered low. Furthermore, project excavation and pipeline construction would be conducted consistent with requirements of the 2022 CBC regarding unstable soils. Adherence to these guidelines would ensure that impacts associated with unstable soils would be less than significant.

**d. Less Than Significant Impact**

The geotechnical report for the BPS (see Appendix A) found that the subsurface soils at the project site consist of a mixture of sand, silt, trace clay, and gravel. Based on the soil type, the expansion index of site soil would be less than 20, which corresponds to very low expansion potential. Furthermore, project construction would be conducted consistent with requirements of the 2022 CBC regarding expansive soils. Adherence to these guidelines would ensure that impacts associated with expansive soils would be less than significant.

**e. No Impact**

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**

The proposed project site has been previously graded and is developed with the District's existing Kalmia Avenue water tank. However, excavation will extend below the existing graded pad at the BPS site and below the graded roadbed within the southern side of Kalmia Avenue from the District-owned parcel heading eastward to the end of the paved surfaced located east of Slawson Avenue. Therefore, the proposed construction would impact native soils that could contain paleontological resources.

The degree of paleontological sensitivity of any particular area is based on a number of factors, including the documented presence of fossiliferous resources on a site or in nearby areas, the presence of documented fossils within a particular geologic formation or lithostratigraphic unit, and whether or not the original depositional environment of the sediments is one that might have been conducive to the accumulation of organic remains that might have become fossilized over time. Late Quaternary (Holocene, or “modern”) alluvium is generally considered to be geologically too young to contain significant, nonrenewable paleontological resources (i.e., fossils), and is thus typically assigned a Low paleontological sensitivity. Older Pleistocene (greater than 11,700 years old) alluvial and alluvial fan deposits in the Inland Empire, however, often yield important Ice Age terrestrial vertebrate fossils, such as extinct mammoths, mastodons, giant ground sloths, extinct species of horse, bison, and camel, saber-toothed cats, and others (Scott 2015). These Pleistocene sediments are thus accorded a High paleontological resource sensitivity.

A geotechnical report prepared for the proposed project (Converse Consultants 2022) states that the project site and pipeline alignment are underlain by early to middle Pleistocene, very old alluvial fan deposits (Qvof). Therefore, the paleontological sensitivity of the native soils is high and mitigation would be required in the form of a paleontological monitor during construction.

### **Mitigation Measures**

#### **GEO-1: Paleontological Resources Mitigation and Monitoring Plan**

A Paleontological Resources Mitigation and Monitoring Plan shall be prepared prior to commencing construction activities that would exceed four feet in depth that could directly affect geologic formations with high paleontological resource sensitivity. A qualified paleontologist shall be retained to carry out and manage the plan. Fieldwork may be carried out by a qualified paleontological monitor working under the direction of the paleontologist.

Components of the Paleontological Resources Mitigation and Monitoring Plan shall include, but not be limited to the following:

- The paleontologist shall attend all pre-grading meetings to inform the grading and excavation contractors of the paleontological resource mitigation program and shall consult with them with respect to its implementation.
- The paleontological monitor shall be on-site at all times during the original cutting of previously undisturbed sediments of high resource sensitivity formation at a subsurface depth of four feet or greater to inspect cuts for contained fossils.
- If fossils are discovered, the paleontologist or monitor shall recover them. In instances where recovery requires an extended salvage time, the paleontologist or monitor shall be allowed to temporarily direct, divert, or halt ground-disturbing activities to allow recovery of fossil remains in a timely manner. Where deemed appropriate by the paleontologist or monitor, a screen-washing operation for small fossil remains shall be set up.
- Recovered fossils, along with copies of pertinent field notes, photographs, and maps, shall be deposited in a scientific institution with paleontological collections. A final summary report that outlines the results of the mitigation program shall be completed. This report shall

include discussion of the methods used, stratigraphy exposed, fossils collected, and significance of recovered fossils.

## 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

### EXPLANATIONS:

#### a. Less Than Significant Impact

The District has not adopted its own greenhouse gas (GHG) thresholds of significance for CEQA. The SCAQMD published its Interim CEQA GHG Significance Thresholds for Stationary Sources, Rules, and Plans in 2008 (SCAQMD 2008). The interim thresholds are a tiered approach: projects may be determined to be less than significant under each tier or require further analysis under subsequent tiers. For the proposed project, the most appropriate screening threshold for determining GHG emissions is the SCAQMD proposed Tier 3 screening threshold (SCAQMD 2010); therefore, a significant impact would occur if the proposed project would exceed the SCAQMD proposed Tier 3 screening threshold of 3,000 metric tons carbon dioxide equivalent (MT CO<sub>2</sub>E) per year. Based on guidance from the SCAQMD, total construction GHG emissions resulting from a project should be amortized over the lifetime of a project, which is defined as 30 years (SCAQMD 2009).

GHG emissions would result from construction and operation of the proposed project. Construction activities emit GHGs primarily through combustion of fuels (mostly diesel) in the engines of off-road construction equipment and through combustion of diesel and gasoline in on-road construction vehicles and the commute vehicles of the construction workers. Operational emissions would result from routine vehicle trips associated with inspection and maintenance, energy use (electric pumps, lighting, and other equipment), area sources (landscape equipment), water use, and waste generation. GHG emissions associated with the proposed project were calculated using the default parameters for a heavy industrial use. This is conservative since heavy industrial uses generally generate greater emissions than a pump station. Additionally, emissions associated with the

emergency generator were calculated assuming it would be tested for a maximum of 50 hours per year. Total GHG emissions are summarized in Table 7.

Source	GHG Emissions (MT CO <sub>2</sub> E)
Mobile	6
Energy	9
Stationary	8
Area	<1
Water	2
Waste	2
Construction	7
<b>TOTAL</b>	<b>33</b>
SOURCE: Appendix A.	
MT CO <sub>2</sub> E = metric tons carbon dioxide equivalent	

As shown in Table 7, the proposed project would result in a total of 33 MT CO<sub>2</sub>E annually. This would be less than the 3,000 MT CO<sub>2</sub>E per year screening threshold. Therefore, impacts from construction and operation of the proposed project would be less than significant.

#### **b. Less Than Significant Impact**

Applicable plans, policies, or regulations include statewide GHG emission targets established by AB 32 and Senate Bill (SB) 32; a longer-term statewide policy goal established by Executive Order S-3-05; the 2017 Scoping Plan (which establishes a specific statewide plan to achieve the 2030 target); Southern California Association of Governments' (SCAG) Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS); regulations regarding increased use renewables for electricity production (RPS); and the California Energy Code. Additionally, the City of Moreno Valley (City) is in the process of adopting a Climate Action Plan (CAP) that outlines how the City will achieve GHG reductions in line with state goals.

The proposed project would result in construction GHG emissions below the SCAQMD proposed Tier 3 screening threshold of 3,000 MT CO<sub>2</sub>E per year and negligible operational GHG emissions. The proposed project would not result in emissions that would adversely affect state-wide attainment of GHG emission reduction goals as described in AB 32, Executive Order S-21-09, and SB 32. Project emissions would therefore have a less than cumulatively considerable contribution to global climate change impacts.

The 2017 Scoping Plan identifies state strategies for achieving the state's 2030 interim GHG emissions reduction target codified by SB 32. Measures under the 2017 Scoping Plan scenario build on existing programs such as the Low Carbon Fuel Standard, Advanced Clean Cars Program, RPS, Sustainable Communities Strategy, Short-Lived Climate Pollutant Reduction Strategy, and the Cap-and-Trade Program. Project emissions would be limited to construction activities. Operational emissions would be limited to minor vehicle/equipment use associated with routine inspection and maintenance, and routine emergency generator testing. The proposed project would not conflict 2017 Scoping Plan reduction measures related to vehicles, energy, or large stationary emitters. Likewise, the proposed

project would not conflict with utility providers' implementation of RPS or with SCAG's RTP/SCS goals of reducing mobile sources of emissions. In regard to the Moreno Valley CAP, the only measure applicable to the proposed project is *Off-Road Equipment OR-2: Reduce emissions from heavy-duty construction equipment by limiting idling based on South Coast Air Quality Management District (SCAQMD) requirements and utilizing cleaner fuels, equipment, and vehicles*. All construction equipment used for the proposed project would comply with all SCAQMD requirements. Additionally, 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, the proposed 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>



Issue	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**EXPLANATIONS:****a. Less Than Significant Impact**

The proposed project would not involve 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. 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**

As described in Section 4.9a above, operation of the BPS and pipeline would not involve the routine transport, use, or disposal of significant hazardous materials. Furthermore, project construction would be conducted consistent with all applicable safety regulations and would not be expected to introduce accident conditions that could result in the release of hazardous materials into the environment. Roadways would be restored to pre-existing conditions once construction is completed. 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**

The proposed project is not located within 0.25 mile of an existing or proposed school. The closest school is Sunnymead Elementary School, located approximately 3.4 miles southwest of the project site. Project construction would not require the use of acutely hazardous materials and would be limited to the use of small amounts of solvents, cleaners, paint, oils, and fuel for equipment. Use of these common hazardous materials in small quantities would not represent a significant hazard to the public or environment, and the use and handling of hazardous materials during construction would be conducted consistent with all applicable regulations (see Section 4.8a, above). Therefore, no impacts related to hazardous emissions within 0.25 mile of a school would occur.

**d. Less Than Significant Impact**

Record searches of the GeoTracker and EnviroStor databases determined that the project site and surrounding sites are not identified as hazardous materials sites within either database (SWRCB 2022a and 2022b). Therefore, there are no hazardous materials located on the project site or surrounding area that would create a significant hazard to the public or the environment, and impacts would be less than significant.

**e. No Impact**

As shown in Map MA-1 in the March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan, the project site is located within the Federal Air Regulations (FAR) Part 77 Military Outer Horizontal Surface Limits of the March Air Reserve Base/Inland Port Airport. FAR Part 77 is defined as the outer limits of the civilian airport conical surface. The proposed project is limited to construction of a BPS and water pipeline and would not exceed 19 feet in height. Therefore, the proposed project would not result in a safety hazard or excessive noise. No impact would occur.

**f. Less Than Significant Impact**

The proposed project is limited to construction of a BPS and water pipeline and would not result in any permanent changes to the existing circulation network. Construction within the right-of-way for Kalmia Avenue would be temporary and include traffic control measures to allow continued access. Roadways would be restored to pre-existing 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 operation. 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. No Impact**

The proposed project is not located in a High Fire Hazard Severity Zone on the California Department of Forestry and Fire Protection (CAL FIRE) Fire Hazard Severity Zone Map (CAL FIRE 2022). The proposed project does not include habitable structures that could expose people to a significant risk of loss, injury, or death involving wildland fires. Human presence would be limited to temporary construction and periodic maintenance. Therefore, no impacts associated with the exposure of people or structures to significant risk of loss, injury, or death would occur.

## 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or through the addition of impervious surfaces in a manner, which would:				
i. result in substantial erosion or siltation on- or off-site;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii. substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii. create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv. impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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

**EXPLANATIONS:****a. Less Than Significant Impact**

Project construction would have the potential to generate erosion/sedimentation and pollutants that could impact water quality. However, the proposed project is subject to the NPDES permit requirements overseen by the District which includes preparation and implementation of a SWPPP for the prevention of polluted runoff during construction. The proposed project would be required to prepare and implement a SWPPP with BMPs prior to the commencement of construction activities, and to incorporate water quality design features to address potential erosion and siltation impacts. A BMP is a method used to prevent or control stormwater runoff and the discharge of pollutants, including sediment, into local waterbodies. Silt fences, inlet protection, and site-stabilization techniques are typical BMPs on a construction site. Implementation of the BMPs identified in the SWPPP would ensure that construction activities would not degrade water quality. Impacts would be less than significant.

Post-construction, the proposed project would mimic the site's existing drainage patterns and construct gravel surfacing, turf reinforcement, and grade to drain to the existing on-site depression. The drainage pattern of undeveloped portions of the project site would be restored to its pre-existing conditions. 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**

According to the General Plan EIR (MoVal 2021b), the City lies within the San Jacinto groundwater basin. The Groundwater Sustainability Plan for the San Jacinto Groundwater Basin (EMWD 2021) indicates that, overall, the basin shows groundwater levels that continue to exhibit a stable or upward trend.

Increased runoff from the proposed project would flow to an existing depression on the southern portion of the project site where it would infiltrate into the subsurface. No deficit to groundwater or lowering of the groundwater table would occur. The proposed project would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the proposed project may impede sustainable groundwater management of the basin. Further, as discussed in Section 4.10a, above, the proposed project would not violate water quality standards. Thus, the proposed project would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan. Therefore, impacts would be less than significant.

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**

The proposed project would implement construction BMPs consistent with the NPDES Construction General Permit and related requirements that would prevent erosion. Post-construction project runoff would mimic existing drainage patterns. Therefore, the proposed project would not substantially alter the drainage pattern of the project site or the surrounding area in a manner that could result in substantial erosion, runoff, impediment or redirection of flood flows, and impacts would be less than significant.

**c.ii. Less Than Significant Impact**

The proposed project would implement construction BMPs consistent with the NPDES Construction General Permit. Construction of the proposed project would result in an increase of impervious surfaces. The project site design includes turf reinforcement and gravel surfacing, which would attenuate runoff prior to being conveyed to the existing depression. Therefore, the proposed project would not substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site, and impacts would be less than significant.

**c.iii. Less Than Significant Impact**

The proposed project would implement construction BMPs consistent with the NPDES Construction General Permit and related requirements that would minimize erosion and prevent pollution from affecting water quality. Therefore, the proposed project would not 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, and impacts would be less than significant.

**c.iv. Less Than Significant Impact**

Review of Figure 4.10-3 of the General Plan EIR determined that the project site is not located within a Federal Emergency Management Agency (FEMA) floodplain or floodway (MoVal 2021b). Post-construction, the proposed project would mimic the site's existing drainage patterns. Therefore, the proposed project would not impede or redirect flood flows, and impacts would be less than significant.

**d. Less Than Significant Impact**

Review of Figure 4.10-3 of the General Plan EIR determined that the project site is not located within a FEMA floodplain or floodway (MoVal 2021b). The project site is located approximately 65 miles inland from the Pacific Ocean and, therefore, is not subject to risk associated with tsunamis. The nearest body of water is the Perris Reservoir, located approximately 10.5 miles south of the project site. Given this distance, the project site would not be affected by a seiche. Therefore, the proposed project would not result in impacts associated with flood hazard, tsunamis, or seiche zones. Impacts would be less than significant.

**e. Less Than Significant Impact**

As described in Section 4.10a above, the proposed project would implement construction BMPs consistent with the NPDES Construction General Permit and related requirements that would prevent erosion and pollution from affecting water quality. As described in Section 4.10b above, the proposed project 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**EXPLANATIONS:****a. No Impact**

The proposed project would not result in any permanent changes to the existing land use plan or circulation network. Construction within the right-of-way for Kalmia Avenue would be temporary and include traffic control measures to allow for continued access. Roadways would be restored to pre-existing conditions once construction is completed. The pipeline would be located below ground and would not result in any permanent changes above ground. Therefore, the proposed project would not physically divide an established community, and no impact would occur.

**b. Less Than Significant Impact**

Construction of the proposed project would not conflict with applicable land use/zoning designations within the project site. As described in Section 4.4f above, the proposed project would mitigate all potential impacts to biological resources to a level less than significant. Therefore, the proposed project would comply with the Western Riverside MSHCP and would not conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect, and impacts would be less than significant.

## 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### EXPLANATIONS:

#### a. No Impact

There are no active mineral resource extraction facilities within the city of Moreno Valley. Review of Exhibit 4.12-1 of the MoVal 2040 Project EIR determined the project site is designated as MRZ-3, land for which the significance of mineral resources cannot be determined (MoVal 2021). The MRZ-3 zone is not considered a significant mineral resource zone. The proposed project consists of the construction of a new BPS and approximately 1,209 linear feet of 12-inch pipeline within Kalmia Avenue. 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

The City's General Plan does not identify the project site as an existing or former mineral resource site. 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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Generation of excessive ground borne vibration or ground borne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### EXPLANATIONS:

#### a. Potentially Significant Unless Mitigation Incorporated

Noise is defined as sound that is loud, unpleasant, unexpected, or undesired, and therefore, may cause general annoyance, interference with speech communication, sleep disturbance, and, in the extreme, hearing impairment. Decibels (dB) are the standard unit of measurement of the sound pressure generated by noise sources and are measured on a logarithmic scale that quantifies sound intensity in a manner similar to the Richter scale for earthquake magnitudes. A doubling of the energy of a noise source, such as doubling of traffic volume, would increase the noise level by 3 dB; a halving of the noise energy would result in a 3 dB decrease.

The human ear is not equally sensitive to all frequencies within the sound spectrum. To accommodate this phenomenon, the A-weighted scale, which approximates the frequency response of the average young ear when listening to most ordinary everyday sounds, was devised. Noise levels using A-weighted measurements are written as dB(A). It is widely accepted that the average healthy ear can barely perceive changes of 3 dB(A) (increase or decrease) and that a change of 5 dB(A) is



readily perceptible. An increase of 10 dB(A) is perceived as twice as loud, and a decrease of 10 dB(A) is perceived as half as loud (California Department of Transportation [Caltrans] 2013).

The impact of noise is not a function of loudness alone. The time of day when noise occurs and the duration of the noise are also important. In addition, most noise that lasts for more than a few seconds is variable in its intensity. Consequently, a variety of noise descriptors has been developed. The noise descriptors used for this study are the equivalent noise level ( $L_{eq}$ ) and the maximum noise level. The  $L_{eq}$  is the equivalent steady-state noise level in a stated period of time that is calculated by averaging the acoustic energy over a time period; when no period is specified, a 1-hour period is assumed. The maximum noise level is the highest sound level occurring during a specific period.

### ***Construction Noise***

The City regulates noise through the Municipal Code under Title 11 Peace, Morals and Safety, Chapter 11.80, Noise Regulation. The Municipal Code limits construction activities in two parts of the code: Sections 8.14.040(E) and 11.80.030(D)(7). Section 8.14.040(E) states that construction within the city shall only occur from 7:00 a.m. to 7:00 p.m. from Monday through Friday excluding holidays and from 8:00 a.m. to 4:00 p.m. on Saturdays. Section 11.80.030(D)(7) states that no person shall operate or cause the operation of any tools or equipment used in construction, drilling, repair, alteration, or demolition work between the hours of 8:00 p.m. and 7:00 a.m. such that the sound creates a noise disturbance. For power tools, specifically, 11.80.030(D)(9) states that no person shall operate or permit the operation of any mechanically, electrically or gasoline motor-driven tool during nighttime hours that causes a noise disturbance across a residential property line. A noise disturbance is defined as any sound that disturbs a reasonable person of normal sensitivities, exceeds the sound level limits set forth in the Noise Ordinance, or is plainly audible (as measured at a distance of 200 feet from the property line of the source of the sound if the sound occurs on privately owned property, or public right-of-way, public space, or other publicly owned property).

The Municipal Code does not establish maximum daytime noise level limits on construction noise. The Federal Transit Authority's (FTA) Transit Noise and Vibration Impact Assessment manual indicates that 80 dB(A)  $L_{eq}$  is reasonable criteria for assessing construction noise levels at residential uses (FTA 2018).

Construction of the pump station would require the use of construction equipment. 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. Construction noise levels were modeled using the SoundPLAN program assuming the simultaneous operation of a backhoe and a loader. Together, this construction equipment generates an average hourly noise level of 79 dB(A)  $L_{eq}$  at 50 feet (Federal Highway Administration 2006). Construction noise was modeled as an area source distributed over the footprint of the project site. Ground-level noise contours were developed, and noise levels were modeled at specific receivers located at the sensitive receptors adjacent to the project site. Construction noise contours and modeled receivers are shown in Figure 8 and the results are summarized in Table 8.

Table 8 Construction Noise Levels	
Site/Receiver	Construction Noise Level [dB(A) $L_{eq}$ ]
1	61
2	69
3	75
4	67
5	68
6	67
7	64
8	70
9	68
10	64
SOURCE: Appendix G. dB(A) $L_{eq}$ = A-weighted decibel equivalent noise level	

As shown, construction noise levels are not anticipated to exceed 80 dB(A)  $L_{eq}$  at the adjacent residential uses. In addition, the project would be required to implement mitigation measures NOI-1 and NOI-2 which would reduce temporary impacts from construction noise to a level less than significant.

### *Operational Noise*

Operational noise would result from the pumps, heating, ventilation, and air conditioning (HVAC) equipment and periodic emergency generator testing. The City regulates noise through the Municipal Code under Title 11 Peace, Morals and Safety, Chapter 11.80, Noise Regulation. Section 11.80.030(C) provides noise level limits for non-impulsive noise. EMWD, as a public agency, is not subject to other jurisdictional agencies' established noise standards. Likewise, as a public agency, EMWD is not subject to the City's ordinances. EMWD has not established an applicable noise standard of its own for permanent or temporary ambient noise levels. The noise standards of the Municipal Code are provided for reference and context and are used as significance thresholds for the purposes of this analysis.

Section 11.80.030(C) states,

No person shall maintain, create, operate or cause to be operated on private property any source of sound in such a manner as to create any non-impulsive sound which exceeds the limits set forth for the source land use category in Table 11.80.030-2 when measured at a distance of two hundred (200) feet or more from the real property line of the source of the sound, if the sound occurs on privately owned property, or from the source of the sound, if the sound occurs on public right-of-way, public space or other publicly owned property.

The sound level limits for residential uses provided in Table 11.80.030-2 of the Municipal Code are 55 dB(A)  $L_{eq}$  during the daytime hours and 60 dB(A)  $L_{eq}$  during the nighttime hours.

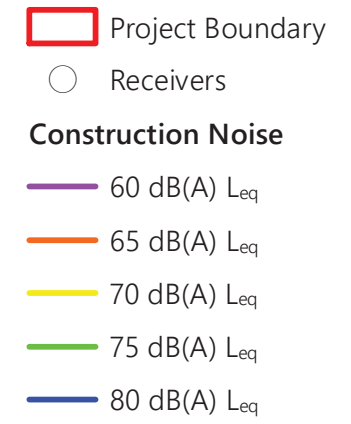
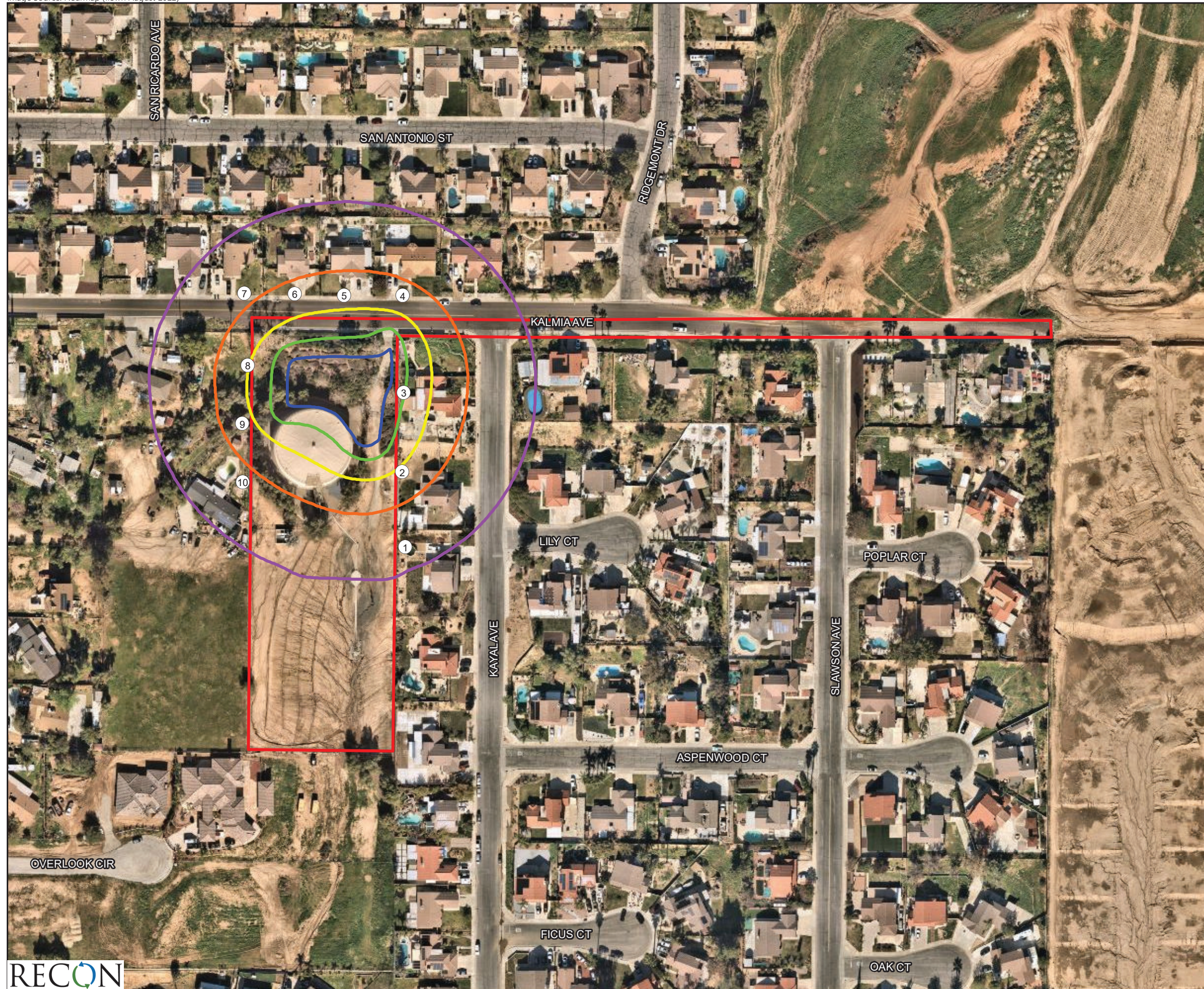


FIGURE 8  
Construction Noise Contours

Operational noise levels were modeled using the SoundPLAN program. The pump station would include enclosed electric pumps, a ground-mounted HVAC unit and an enclosed emergency generator. The exact pump, HVAC, and generator models and specifications are not known at this time. Operational noise levels were modeled for a sample Trane 5-ton HVAC unit that generates a sound power level of 80 dB(A), and a Kohler generator that generates a sound pressure level of 75 dB(A)  $L_{eq}$  at 23 feet. Pump noise was not modeled as the pumps would be enclosed in a concrete block building. The emergency generator would also be enclosed in a concrete block building; however, it was included in the noise analysis since it generates louder noise levels that may be audible outside the building. Sample specifications are provided in Appendix G. It was assumed that the HVAC unit would run continuously, and that the emergency generator would be tested for 15 minutes during the daytime hours. Ground-level noise contours were developed, and noise levels were modeled at specific receivers located at the sensitive receptors adjacent to the project site. Operational noise contours and modeled receivers are shown in Figures 9a and 9b. The noise contours represent the simultaneous operation of the HVAC unit and the emergency generator. Table 9 summarizes the modeled noise levels due to the simultaneous operation of the HVAC unit and the emergency generator, and due to operation of the HVAC unit only.

Site/Receiver	HVAC Unit and Emergency Generator [dB(A) $L_{eq}$ ]	HVAC Unit Only [dB(A) $L_{eq}$ ]
1	33	31
2	38	36
3	40	37
4	38	36
5	40	37
6	40	38
7	39	36
8	44	43
9	41	39
10	37	35
SOURCE: Appendix G. HVAC = heating, ventilation and air conditioning dB(A) $L_{eq}$ = A-weighted decibel equivalent noise level		

As shown, noise levels due to operation of the HVAC unit and emergency generator would be less than the daytime noise level limit of 60 dB(A)  $L_{eq}$ , and operation of the HVAC unit only would be less than the nighttime noise level limit of 55 dB(A)  $L_{eq}$ . The emergency generator shall only be tested during the daytime hours. Potential operational noise impacts would be less than significant.

#### **b. Less Than Significant Impact**

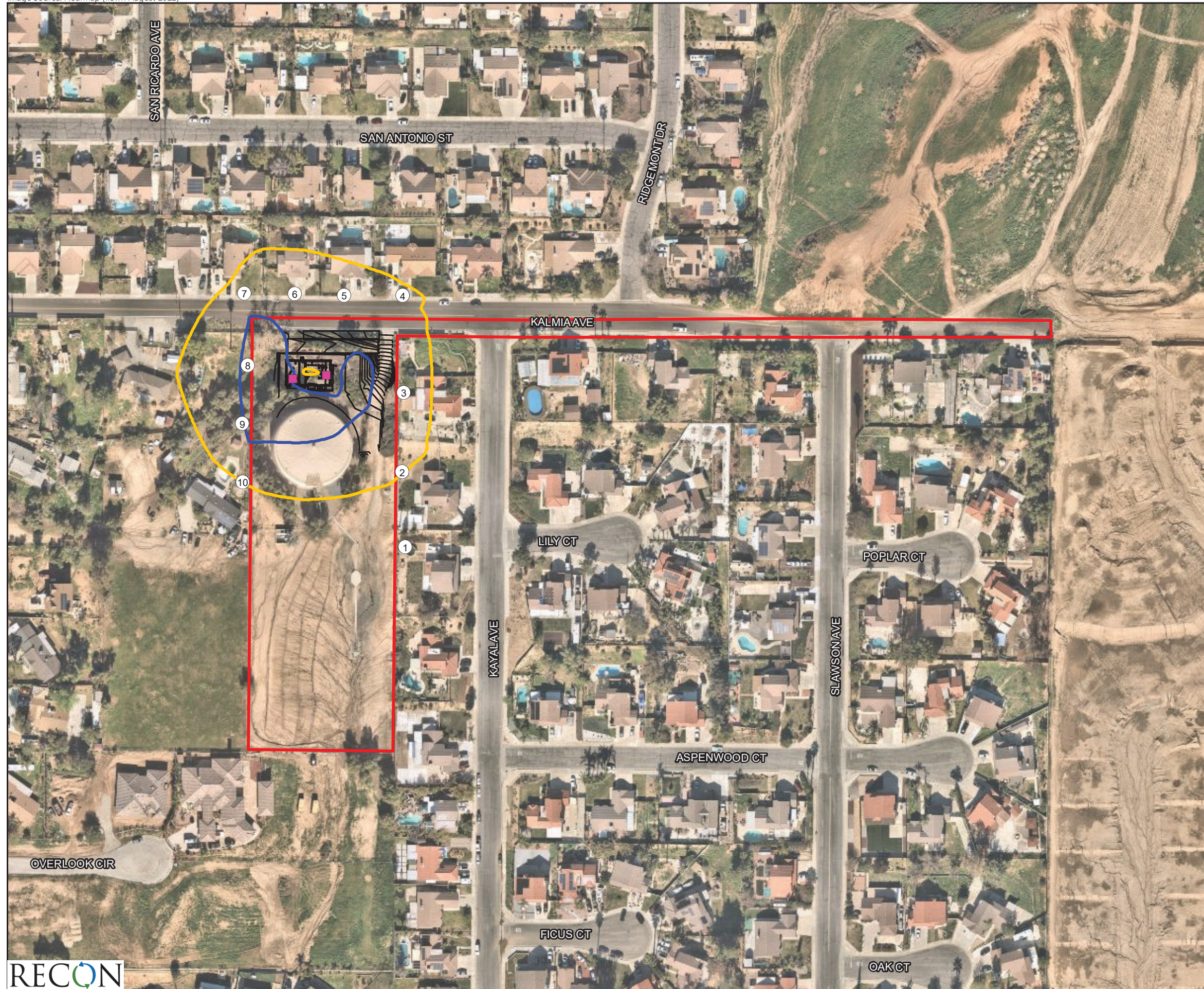
Human reaction to vibration is dependent on the environment the receiver is in as well as individual sensitivity. Outdoor vibration is rarely noticeable and generally not considered annoying. Typically, humans must be inside a structure for vibrations to become noticeable and/or annoying. FTA's *Transit Noise and Vibration Impact Assessment Manual* (FTA 2018) establishes construction vibration levels damage criteria. Vibrations with a PPV of 0.2 inches per second (in/sec) or greater have the potential to cause damage to non-engineered timber and masonry buildings (FTA 2018).



- Project Boundary
- Receivers
- + Emergency Generator
- HVAC
- Site Plan
- Operational Noise**
- 35 dB(A) Leq
- 40 dB(A) Leq
- 45 dB(A) Leq
- 50 dB(A) Leq



FIGURE 9a  
Operational Noise Contours -  
HVAC and Emergency Generator



- Project Boundary
- Receivers
- HVAC
- Site Plan
- Operational Noise**
- 35 dB(A) Leq
- 40 dB(A) Leq



FIGURE 9b  
Operational Noise Contours -  
HVAC Only

Construction activities produce varying degrees of ground vibration, depending on the equipment and methods employed. While ground vibrations from typical construction activities very 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. The construction activities that typically generate the highest levels of vibration are blasting and impact pile driving. However, the proposed project would not require blasting or pile driving.

Vibration perception would occur at structures, as people do not perceive vibrations without vibrating structures. According to the FTA, loaded trucks generate vibration levels of 0.076 in/sec PPV at 25 feet. The nearest structures are located 50 feet or more from the project boundary. At 50 feet, vibration levels would attenuate to 0.035 in/sec PPV. Therefore, construction vibration levels would be below the damage criteria level of 0.2 in/sec PPV, and impacts would be less than significant.

Operation of the proposed project would not generate groundborne noise or vibration. Impacts would be less than significant.

### **c. No Impact**

The nearest airport to the project site is the March Inland Port located at the March Air Reserve Base, which is located south and west of the city limits. Therefore, the project site is not located within an airport land use plan or within two miles of a public airport and would not expose people to excessive noise levels. No impact would occur.

## **Mitigation Measures**

### **NOI-1: Construction Noise**

To reduce noise impacts due to construction, EMWD shall require construction contractors to implement the following BMP measures:

- During construction, the contractor shall outfit all equipment, fixed or mobile, with properly operating and maintained exhaust and intake mufflers, consistent with manufacturers' standards. All documentation demonstrating equipment has been maintained in accordance with manufactures' specification shall be maintained on-site.
- Impact tools (e.g., jackhammers, pavement breakers) used for construction shall be hydraulically or electrically powered wherever possible to avoid noise associated with compressed air exhaust from pneumatically powered tools. When use of pneumatic tools is unavoidable, an exhaust muffler on the compressed air exhaust shall be used. External jackets on the tools themselves shall be used where feasible.
- Stationary noise sources that could affect adjacent receptors shall be located as far from adjacent receptors as possible.

**NOI-2: Sensitive Receptors**

Prior to project construction, EMWD shall notify sensitive receptors (residents, residential areas, schools and hospitals) within 500 feet of project construction activities of the construction methods and schedule and provide a point of contact for local residences to report excessive noise.

**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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**EXPLANATIONS:****a. No Impact**

The proposed project would not construct any residential, commercial, or other uses that would induce growth. The proposed project would meet the improvements originally identified in the 2015 Water Facilities Master Plan, and further refined in the 2018 Water Booster Station Improvement Study and subsequent evaluations by the District. The project was also included in the District's 10-Year Capital Improvement Program for implementation by 2025. Therefore, the project would serve existing development and planned growth already anticipated and the project would not directly or indirectly result in substantial population growth within the city. No impact would occur.

**b. No Impact**

The project site consists of an existing District water tank, paved access, and landscaped vegetation. 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii. Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iii. Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv. Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
v. Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### EXPLANATIONS:

#### a.i. No Impact

The proposed project would not construct any residential, commercial, or other uses that would require fire protection services. Any other facilities that would be served by the proposed project consist of existing development and planned growth that is already anticipated in the General Plan. Therefore, the proposed project would not require new or expanded fire protection facilities. No impact would occur.

#### a.ii. No Impact

The proposed project would not construct any residential, commercial, or other uses that would require police protection services. Any other facilities that would be served by the proposed project consist of existing development and planned growth that is already anticipated in the General Plan. Therefore, the proposed project would not require new or expanded police protection facilities. No impact would occur.

**a.iii. No Impact**

The proposed project would not construct any residential uses that would generate any new student enrollment that would increase demand for school services. Any other facilities that would be served by the proposed project consist of existing development and planned growth that is already anticipated in the General Plan. Therefore, the proposed project would not require new or expanded school facilities. No impact would occur.

**a.iv. No Impact**

The proposed project would not construct any residential uses that would increase demand for school services. Any other facilities that would be served by the proposed project consist of existing development and planned growth that is already anticipated in the General Plan. Therefore, the proposed project would not require new or expanded park facilities. No impact would occur.

**a.v. No Impact**

The proposed project would not construct any residential, commercial, or other uses that would require additional public services. 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**EXPLANATIONS:**

**a. No Impact**

The proposed project would not result in an increase in population that would cause substantial physical deterioration of recreational facilities through increased use. No impact would occur.

**b. No Impact**

The proposed project does not include the provision of 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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Result in inadequate emergency access?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**EXPLANATIONS:****a. Potentially Significant Unless Mitigation Incorporated**

The proposed project would not construct any residential, commercial, or other uses that would generate vehicle trips during operation. Project construction is anticipated to take approximately 20 months and would comply with the Municipal Code which limits construction activities to occur from 7:00 a.m. to 7:00 p.m. from Monday through Friday excluding holidays and from 8:00 a.m. to 4:00 p.m. on Saturdays. Once construction is completed, roadways would be restored to pre-existing conditions. Because construction is proposed within the right-of-way of Kalmia Avenue, a Traffic Control and Detour Plan would be required to allow continued access. Mitigation measure TRA-1 would require preparation of a Traffic Control and Detour Plan, in accordance with the City of Moreno Valley traffic control guidelines. Implementation of mitigation measure TRA-1 would reduce significant impacts conflicting with a program, plan, ordinance, or policy addressing the circulation system to a level less than significant.

**b. Less Than Significant Impact**

Additionally, operational vehicle trips would be limited to periodic maintenance and inspection that would not affect intersection and roadway operations. 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. Potentially Significant Unless Mitigation Incorporated**

The proposed project would not result in any permanent changes to the existing circulation network. Construction within the right-of-way of Kalmia Avenue would be temporary and include traffic control measures to allow continued access. Once construction is completed, roadways would be restored to pre-existing conditions. As previously stated, a Traffic Control and Detour Plan would be required. Mitigation measure TRA-1 would require preparation of a Traffic Control and Detour Plan, in accordance with the City of Moreno Valley traffic control guidelines. Implementation of mitigation measure TRA-1 would reduce significant impacts due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses to a level less than significant.

**d. Potentially Significant Unless Mitigation Incorporated**

The proposed project would not result in any permanent changes to the existing circulation network. Construction within the right-of-way for Kalmia Avenue would be temporary and include traffic control measures to allow continued access. Once construction is completed, roadways would be restored to pre-existing conditions. As previously stated, a Traffic Control and Detour Plan would be required. Mitigation measure TRA-1 would require preparation of a Traffic Control and Detour Plan, in accordance with the City of Moreno Valley traffic control guidelines. Implementation of mitigation measure TRA-1 would reduce significant impacts related to inadequate emergency access to or from the project site to a level less than significant.

**Mitigation Measures**

**TRA-1: Traffic Control and Detour Plan**

Prior to project construction, EMWD shall require the construction contractor to prepare a Traffic Control and Detour Plan, in accordance with the City of Moreno Valley traffic control guidelines. The Traffic Control and Detour Plan shall, at minimum:

- Identify staging locations to be used during construction.
- Identify safe ingress and egress points from staging areas.
- Identify potential road closures.
- Establish haul routes for construction-related vehicle traffic.
- Include a Detour Plan that identifies alternative safe routes to maintain pedestrian and bicyclist safety during construction.
- Include provisions for traffic control measures such as barricades, warning signs, cones, lights, and flag persons, to allow safe circulation of vehicle, bicycle, pedestrian, and emergency response traffic.
- Ensure access to individual properties.

The Traffic Control and Detour Plan shall be reviewed and approved by EMWD's project manager and the construction inspector prior to the commencement of project construction activities. EMWD's construction inspector shall provide the construction schedule and Traffic Control and Detour Plan to the City of Moreno Valley for review, to ensure that construction of the proposed project does not conflict with other construction projects that may be occurring simultaneously in the project vicinity.

Prior to project construction, EMWD's Public and Governmental Affairs Department will perform public outreach to local residents informing them of upcoming construction activities. EMWD shall require the construction contractor to provide EMWD with a four-week notice for any project activities that may have an impact on surrounding communities. Public outreach to local residents may include any or all of the following:

- Written notices (i.e., letters, door hangers, other like forms of community engagement).
- Attendance at community events or presentations.
- Contact information for community complaints.

If the contractor receives complaints directly, the contractor shall forward complaints directly to the Public and Governmental Affairs staff and immediately notify the project inspector.

## 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)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**EXPLANATIONS:****a.i. and a.ii. Potentially Significant Unless Mitigation Incorporated**

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 7, 2022, the District sent consultation notification letters to Native American Tribes on the District's main list pursuant to the requirements of AB 52 pertaining to government-to-government consultation. Table 10 summarizes the District's consultation efforts. To date, EMWD has conducted consultation with one federally recognized Tribe: The Soboba Band of Luiseño Indians (Soboba). As seen in Table 10, the additional five Tribes included in the District's consultation efforts either declined consultation or did not respond.

Tribe	Individual Contacted	Date Letter Mailed	Response Received	Consultation Held
Agua Caliente Band of Cahuilla Indians	Katie Croft	October 7, 2022	October 19, 2022; Declined consultation	N/A
Morongo Band of Mission Indians	Travis Armstrong	October 7, 2022	Did not respond	N/A
Pechanga Band of Luiseño Indians	Ebru Ozdil	October 7, 2022	Did not respond	N/A
Rincon Band of Luiseño Indians	Destiny Colocho	October 7, 2022	December 12, 2022; Declined consultation	N/A
San Manuel Band of Mission Indians	Jessica Mauck	October 7, 2022	November 8, 2022; Declined consultation	N/A
Soboba Band of Luiseño Indians	Joe Ontiveros	October 7, 2022	December 15, 2022; Requested consultation	February 1, 2023

During the consultation meeting, Soboba highlighted their concerns for the general area, noting that it is within Traditional Use Areas and considered sensitive as there are existing sites in the surrounding areas. Soboba provided recommendations with regards to mitigation. Soboba expressed concern with potential unearthing of unknown artifacts while grading the selected site and recommended tribal monitoring consistent with those measures used in prior CEQA analysis conducted by EMWD to mitigate the potential for uncovering unknown buried artifacts.

As described in Section 4.5 above, the records search, historic aerial photographs, and on-foot survey did not identify any historic structures or resources. Additionally, the Sacred Lands File search results were negative. However, due to the project site being within Traditional Use Areas and considered sensitive as there are existing sites in the surrounding areas, construction activities would have the potential to unearth previously unknown tribal cultural resources, the discovery of which would be considered a significant impact. Implementation of mitigation measures CUL-1 through CUL-7 would reduce impacts related to unknown tribal cultural resources to a level less than significant.

## 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Comply with federal, state, and local statutes and regulation related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**EXPLANATIONS:****a. Less Than Significant Impact**

The District's 10-Year Capital Improvement Program identifies several capital improvement projects needed in the immediate future, including the proposed project. The proposed project would replace the existing 1969 below-grade BPS with a new, modern, above-grade BPS to increase pumping capacity to provide system capacity/reliability. The proposed project would not construct residential,



commercial, or other uses that would require expanded water or wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities. Any other facilities that would be served by the proposed project consist of existing development and planned growth that is already anticipated in the General Plan. Therefore, the proposed project would not result in increased utilities demand that would cause significant environmental effects, and impacts would be less than significant.

**b. Less Than Significant Impact**

The proposed project would not construct any residential, commercial, or other uses that would require water supply. Any other facilities that would be served by the proposed project consist of existing development and planned growth that is already anticipated in the General Plan. Water consumption would be limited to small amounts during construction. Therefore, sufficient water supplies available to serve the proposed project, and impacts would be less than significant.

**c. No Impact**

The proposed project would not construct any residential, commercial, or other uses that would require expanded wastewater treatment capacity. Any other facilities that would be served by the proposed project consist of existing development and planned growth that is already anticipated in the General Plan. 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**

Project construction would generate small amounts of waste that would likely be disposed of at either the Badlands Sanitary Landfill, located in Moreno Valley, or the El Sobrante Landfill, located in Corona. The Badlands Landfill has a remaining capacity of 7,800,000 cubic yards and a maximum permitted throughput of 5,000 tons per day and the El Sobrante Landfill has a remaining capacity of 143,977,170 cubic yards and a maximum permitted throughput of 16,054 tons per day (California Department of Resources Recycling and Recovery [CalRecycle] 2020). Both landfills would have 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**

As described in Section 4.19d above, the proposed project would generate small amounts of waste during construction that would be disposed of at either the Badlands Sanitary Landfill, located in Moreno Valley, or the El Sobrante Landfill, located in Corona, which both have 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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines, or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### EXPLANATIONS:

#### a. Potentially Significant Unless Mitigation Incorporated

The proposed project would not result in any permanent changes to an adopted emergency response plan or emergency evacuation plan. Construction within the right-of-way for Kalmia Avenue would be temporary and include traffic control measures to allow continued access. Once construction is completed, roadways would be restored to pre-existing conditions. As previously stated in Section 4.17, a Traffic Control and Detour Plan would be required. Mitigation measure TRA-1 would require preparation of a Traffic Control and Detour Plan, in accordance with the City of Moreno Valley traffic control guidelines. Implementation of mitigation measure TRA-1 would reduce

significant impacts related to an adopted emergency response plan or emergency evacuation plan to a level less than significant.

**b. No Impact**

Because the proposed project involves construction and operation of a BPS and belowground pipeline, it would not, in combination with environmental factors such as slope or prevailing winds, exacerbate fire risks. In addition, aside from temporary construction and maintenance workers, there would be no occupants on-site. Therefore, no impact would occur.

**c. No Impact**

The proposed project would not require any new infrastructure that may exacerbate fire risk. Kalmia Avenue would be restored to pre-existing conditions once construction is completed. Therefore, the proposed project would not require the installation or maintenance of infrastructure that could exacerbate fire risk or result in temporary or ongoing impacts to the environment. No impact would occur.

**d. No Impact**

As described in Sections 4.8 and 4.10, the proposed project would not result in any impacts associated with landslides or flooding. Therefore, the proposed project would not expose people or structures to significant risks from runoff, post-fire slope instability, or drainage changes. No impact would occur.

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

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)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**EXPLANATIONS:****a. Potentially Significant Unless Mitigation Incorporated**

As described in Section 4.4a, implementation of mitigation measures BIO-1 and BIO-2 would reduce potential impacts to burrowing owls to a level less than significant, and implementation of mitigation measure BIO-3 would reduce impacts related to nesting birds or raptors 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, 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. As described in Section 4.5, implementation of mitigation measures CUL-5 through CUL-7 would reduce impacts regarding the disturbance of human remains to a level less than significant. As described in Sections 4.5b and 4.18, implementation of mitigation measures CUL-1 through CUL-7 would reduce impacts related to unknown archaeological and tribal cultural resources to a level less than significant.

**b. Potentially Significant Unless Mitigation Incorporated**

Project impacts requiring mitigation are limited to biological resources and tribal cultural resources. As described in Section 4.4a, implementation of mitigation measure BIO-1 and BIO-2 would reduce impacts related to burrowing owls to a level less than significant, and implementation of mitigation measure BIO-3 would reduce impacts related to nesting bird or raptor species to a level less than significant. Implementation of mitigation measures BIO-1 through BIO-3 would also ensure consistency with the MSHCP. By mitigating project-level impacts to a level less than significant, the proposed project would not contribute to existing cumulative impact to biological resources. As described in Section 4.5, implementation of mitigation measures CUL-5 through CUL-7 would reduce

impacts regarding the disturbance of human remains to a level less than significant. As described in Sections 4.5b and 4.18, implementation of mitigation measures CUL-1 through CUL-7 would reduce impacts related to unknown archaeological and tribal cultural resources to a level less than significant. As described in Section 4.18, mitigation measure TRA-1 would require preparation of a Traffic Control and Detour Plan, reducing transportation and traffic-related impacts. All other project-level impacts would be less than significant without mitigation. Consequently, the proposed 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**

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

### Project Description

Riverside, County of

2003 Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP). Prepared by Dudek and Associates. Approved June 17. [https://www.wrc-rca.org/Permit\\_Docs/MSHCP/MSHCP-Volume%201.pdf](https://www.wrc-rca.org/Permit_Docs/MSHCP/MSHCP-Volume%201.pdf).

2011 Riverside County Design Handbook for Low Impact Development (Riverside County Flood Control and Watershed Conservation) <https://content.rcflood.org/downloads/NPDES/Documents/LIDManual/Sections%201.0-3.0.pdf>

U.S. Geological Survey

1980 7.5-minute topographic map series, Sunnymead quadrangle.

### Aesthetics

Moreno Valley, City of

2021a MoVal 2040 General Plan. <https://www.moval.org/cdd/documents/general-plan-documents-draft-general-plan.html>.

2021b Final Environmental Impact Report for the MoVal 2040: Moreno Valley Comprehensive Plan Update, Housing Element Update, and Climate Action Plan. [https://www.moval.org/cdd/documents/general-plan-update/final-docs/Moval%202040\\_Final%20EIR\\_with%20RTCs.pdf](https://www.moval.org/cdd/documents/general-plan-update/final-docs/Moval%202040_Final%20EIR_with%20RTCs.pdf)

### Air Quality

Bay Area Air Quality Management District

2017 California Environmental Quality Act Air Quality Guidelines. May.

California Air Pollution Control Officers Association

2021 California Emissions Estimator Model (CalEEMod). User's Guide Version 2020.4.0. May.

South Coast Air Quality Management District (SCAQMD)

1993 SCAQMD CEQA Air Handbook. November.

2008 Final Localized Significance Threshold Methodology. July.

2015 SCAQMD Air Quality Significance Thresholds. Updated March 2015.

### Biological Resources

California Department of Fish and Wildlife (CDFW)

2012 Staff Report on Burrowing Owl Mitigation. March.

Riverside, County of

- 2003 Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP). Prepared by Dudek and Associates. Approved June 17. [https://www.wrc-rca.org/Permit\\_Docs/MSHCP/MSHCP-Volume%201.pdf](https://www.wrc-rca.org/Permit_Docs/MSHCP/MSHCP-Volume%201.pdf).

**Geology and Soils**

Scott, E. G.

- 2015 Paleontology literature and records review, Moreno Valley Logistics Center, City of Moreno Valley, Riverside County, California. Unpublished report prepared for Brian F. Smith and Associates, Poway, by the Division of Geological Sciences, San Bernardino County Museum, Redlands.

**Greenhouse Gas Emissions**

South Coast Air Quality Management District (SCAQMD)

- 2008 Interim CEQA GHG Significance Thresholds for Stationary Sources, Rules, and Plans.
- 2009 Greenhouse Gas CEQA Significance Threshold Stakeholder Working Group 14. <http://www.aqmd.gov/ceqa/handbook/GHG/2009/nov19mtg/ghgmtg14.pdf>. November 19.
- 2010 Greenhouse Gas CEQA Significance Thresholds Stakeholder Working Group 15. September 28.

**Hazards and Hazardous Materials**

California Department of Forestry and Fire Protection (CAL FIRE)

- 2022 Fire Hazard Severity Zones Maps. Fire Hazard Severity Zones in State Responsibility Area ([arcgis.com](http://arcgis.com)).

State Water Resources Control Board (SWRCB)

- 2022a GeoTracker database. <http://geotracker.waterboards.ca.gov>.
- 2022b Envirostor database. <https://www.envirostor.dtsc.ca.gov/public/>.

**Hydrology and Water Quality**

Eastern Municipal Water District (EMWD)

- 2021 Groundwater Sustainability Plan for the San Jacinto Groundwater Basin. September 2021. <https://www.emwd.org/post/sustainable-groundwater-management-act>, accessed September 14, 2023.

**Noise**

California Department of Transportation (Caltrans)

- 2013 Technical Noise Supplement. November.

Federal Highway Administration (FHWA)

2006 Roadway Construction Noise Model User's Guide. FHWA-HEP-05-054, SOT-VNTSC-FHWA-05-01. Final Report. January.

Federal Transit Administration (FTA)

2018 Transit Noise and Vibration Impact Assessment. Washington, DC. May.

**Utilities and Service Systems**

California Department of Resources Recycling and Recovery (CalRecycle)

2020 Solid Waste Information System. <https://www2.calrecycle.ca.gov/swfacilities/Directory/>.



## APPENDICES

Under Separate Cover