

**Initial Study and Mitigated Negative Declaration
Casa Blanca Power Project
City of Riverside, California**

Prepared for:



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SECTION 1: INTRODUCTION AND PROJECT DESCRIPTION

1.1 - Purpose

The purpose of this Initial Study (IS) is to identify potential environmental impacts associated with the proposed Casa Blanca Power Project (“proposed Project”). Located at 7605, 7625 and 7635 Evans Street, the substation section of the proposed Project is located on approximately 0.84 acre of occupied land within the community of Casa Blanca, City of Riverside, California (see Exhibit 1, *Regional Location Map*; Exhibit 2, *Local Vicinity United States Geological Survey (USGS) Map*; and Exhibit 3, *Local Vicinity Aerial Map*). This IS has been prepared in accordance with the California Environmental Quality Act (CEQA) Guidelines.

The intended use of this document is to provide adequate environmental analysis, under CEQA, related to the development and infrastructural activities associated with the proposed Project. The remainder of this section provides a description, location and the characteristics of the proposed Project. Section 2 includes an environmental checklist that provides an overview of the potential environmental impacts that would or would not result from Project implementation. Section 3 elaborates on the information contained in the environmental checklist and provides a detailed explanation of each determination. The City of Riverside Public Utilities (RPU) has primary responsibility for approval of the proposed Project. Pursuant to Section 15063 of the State CEQA Guidelines, the City of Riverside is the Lead Agency in the preparation of this IS.

1.2 - Project Location

The substation portion of the proposed Project is located at an existing electrical substation at 7625 Evans Street. The new substation portion also includes potential and future use of parcels located adjacent to the substation at 7605 and 7635 Evans Street. These three parcels, Assessor’s Parcel Numbers (APN) 230-245-001, -002 and -003 respectively, are located approximately 0.16 mile southwest of the corner of Madison and Evans and 0.28 mile due south of the State Route (SR-91) and Madison Street in the western portion of the City of Riverside. The proposed Project is located in the City’s Casa Blanca neighborhood and within Section 4 of Township 3 South, Range 5 West. The Project site rests on the Riverside West Quadrangle (1981) 7.5-minute topographic quadrangle map. The existing substation portion of the proposed Project has latitude, longitude corresponding to 33 ° 55’54.31” north, and 117 ° 24’17.74” west. Historical records indicate that the substation section of the proposed Project has been an electrical substation since the early 1950’s, and the adjoining parcels have exhibited isolated buildings since the 1940’s.

The proposed Project also includes modification of existing incoming and outgoing electrical lines, the addition of new lines on existing poles, some conduit undergrounding along City streets, and installation of a 4-6 new steel poles opposite the substation on Evans. These streets have been paved for decades and the subsurface work within them will be relatively shallow.

1.3 - General Plan Land Use and Zoning

According to Figure LU-10 and the Zoning Map of the City of Riverside General Plan (GP 2025), the existing land use designation for the substation site is Medium Density Residential (MDR) and is zoned R-1 (one unit per 7000 sq. ft.). In addition, the properties that immediately adjoin the substation site to the northwest and southeast also have the same land use designation of MDR. The City's zoning ordinance allows public utilities, i.e., substations on parcels that are zoned Residential.

The existing land uses in nearby parcels include Commercial (C) to the north and immediately northeast, Industrial (I) to the south and Commercial Regional Center (CRC) to the northwest. Nearby zoning on the commercial/industrial properties is CR (Commercial Retail), CG (Commercial General) and BMP (Business and Manufacturing Park). Those portions of the project that extend beyond the new substation are located in existing street rights-of-way.

1.4 - Surrounding Land Uses

The Project site includes an existing bar to the east, and single-family residences due west and southwest; a commercial building with storage yard and residential uses to the west. The BNSF Railroad line is located along the northern perimeter of the project site, which has existed since the 1880's.

The properties to the north, southeast and west are all zoned single family residential (R-1-7000) per the Zoning Map of the City of Riverside.

1.5 - Project Description

The RPU proposes to build a new electrical substation on approximately 0.84 acre within three adjoining parcels consisting of an existing substation (APN 230-245-002) and two commercial buildings (APN 230-245-001, and 003) see Exhibit 3, Local Vicinity Map. The Project is located between residential and commercial buildings on the south side of Evans Street and the BNSF railroad track right-of-way on the north side of the Project parcels. Access to the site is located on Evans Street. The existing electrical facility was built in the early 1950's and consists of a step-down transmission substation where voltage is brought in from subtransmission lines at a strength of 33,000 volts (33 kV) and processed so as to reduce the voltage to 4 kV. The resultant voltage is then transmitted onto outgoing power lines for distribution to residential and commercial users.

The project will result in an improvement of electrical service that will include extension of 69kV subtransmission lines into the new facility, new 12 kV distribution feeder lines, improvement of critical load relief, and add to the existing backup reliability. Parcels located southwest of the existing substation (APN 230-245-003) and northeast (APN 230-245-001) are planned to be acquired to allow for future improvements and increased capacity. This analysis assumes that the two parcels will be acquired for future expansion.

As shown in Exhibit 4a: *Substation Site Plan*, the new station will consist of the following build components. Construction will occur in phases as the station is reconfigured and rebuilt to planned capacity:

- Revision of existing property lines to a new configuration and construction of block walls, security fences, driveways, sidewalks and curb and gutter.
- Demolitions of the buildings, concrete pads and foundations located on the adjacent parcels for expansion.
- 69kV pole bringing incoming power from corner poles on Evans Street.
- A new substation framework for incoming 69 kV power, including subtransmission line terminating structures with lightning arrestors, and line switches, low profile bus with support structures, and gas circuit breakers with air-break disconnect switches.
- New 69 kV to 12 kV oil-filled transformers with oil containment.
- New 12 kV switchgear enclosures for outgoing 12 kV power including indoor switchgear with air-break switches and vacuum circuit breakers.
- Capacitor banks in the southwest corner of the property.
- A new control building in the northeast corner of the property.

Build components of the project also include off-parcel elements, which are found on exhibits attached to the RFP (No. 1167) for the project including:

- New steel poles installed across Evans Street from the new substation. New overhead conductors will be strung from the new poles to the new substation.
- Installation of 5,500 feet of new overhead conductor on existing poles between the new substation and a junction near the corner of Washington Street and Victoria Avenue.
- Installation of 1,200 feet of new overhead conductor on existing poles between the new substation and a point along Evans Street just beyond Grace Street.
- Several thousand feet of (underground) conduit duct banks will be installed in previously disturbed existing street right of way extending from the new substation to various points in the neighborhood.
- 150 feet of trench for underground conduits will be excavated in the street right-of-way a few dozen feet southwest of the corner of Madison and Evans.

The new substation will accept 69kV power from incoming subtransmission lines, then the facility will step the voltage down to 12kV. Once stepped-down, the power will be conveyed onto outgoing distribution lines. The new substation will typically require construction of new framework for incoming lines and substation equipment. The voltage is then transmitted overhead to step-down power transformers and voltage regulators. The regulated voltage is then sent to a series of

switchgears and onto an overhead distribution bus. From there, the voltage is sent to outgoing distribution lines.

Some undergrounding and/or vaults will be required during construction of the new station. These vaults will be located outside the fenced area. It is not anticipated that excavations associated with the project will exceed 10 feet in depth in any area.

1.6 - Regulatory Framework

The following federal, State and regional regulations relate to the proposed Project:

1.6.1 - California Porter-Cologne Water Quality Control Act

The State of California’s Porter-Cologne Water Quality Control Act (California Water Code Section 13000, et seq.) provides the basis for water quality regulation within California. The Act requires a “Report of Waste Discharge” for any discharge of waste (liquid, solid, or otherwise) to land or surface waters that may impair a beneficial use of surface or groundwater of the State. Waste discharge requirements (WDR) resulting from the report are issued by the Regional Water Quality Control Board (RWQCB), as discussed below. In practice, these requirements are typically integrated within the National Pollutant Discharge Elimination System (NPDES) permitting process.

The State Water Resources Control Board (SWRCB) carries out its water quality protection authority through the adoption of specific Water Quality Control Plans (Basin Plans). These plans establish water quality standards for particular bodies of water. California water quality standards are composed of three parts: a) the designation of beneficial uses of water; b) water quality objectives to protect those uses, and c) implementation programs designed to achieve and maintain compliance with the water quality objectives.

1.6.2 - Santa Ana Regional Water Quality Control Board

The Santa Ana RWQCB regulates State water quality standards in the City of Riverside. Beneficial uses and water quality objectives for surface water and groundwater resources in the Project area are established in the water quality control plans of each RWQCB and mandated by the State Porter-Cologne Act and the Clean Water Act (CWA). The RWQCB also implements the CWA Section 303(d) total maximum daily load (TMDL) process, which consists of identifying candidate water bodies where water quality is impaired by the presence of pollutants. The TMDL process is implemented to determine the assimilative capacity of the water body for the pollutants of concern and to establish equitable allocation of the allowable pollutant loading within the watershed. CWA Section 401 requires an applicant pursuing a federal permit to conduct any activity that may result in a discharge of a pollutant to obtain a water quality certification (or waiver) from the applicable RWQCB.

The RWQCB primarily implements drainage basin plan policies through issuing waste discharge requirements for waste discharges to land and water. The RWQCB is also responsible for administering the NPDES permit program, which is designed to manage and monitor point and non-

point source pollution. NPDES stormwater permits for general construction activity are required for projects that disturb more than one acre of land. Municipal NPDES stormwater permits are required for urban areas with populations greater than 100,000.

1.6.3 - Surface Water Quality

As a standard construction procedure, the City of Riverside and the RWQCB will prepare and implement a Water Quality Management Plan (WQMP), consistent with the Municipal Separate Storm Sewer System (MS4) permit that will control and reduce polluted urban runoff from the Project site. A WQMP is required to provide specific Best Management Practices (BMPs) to reduce urban runoff pollution.

1.6.4 - South Coast Air Quality Management District

Air pollutants are regulated at the national, State, and air basin level; each agency has a different degree of responsibility. The United States Environmental Protection Agency (U.S. EPA) regulates at the national level. The California Air Resources Board (ARB) regulates at the State level. The South Coast Air Quality Management District (SCAQMD) regulates at the air basin level.

SCAQMD is responsible for controlling emissions primarily from stationary sources within its jurisdiction and maintains a number of air quality monitoring stations throughout the Air Basin to document historical and current air quality levels. SCAQMD, in coordination with Southern California Association of Governments (SCAG), is also responsible for developing, updating, and implementing the Air Quality Management Plan (AQMP) for the Air Basin. An AQMP is a plan prepared by an air pollution control district for a county or region designated as a nonattainment area to bring the area into compliance with the requirements of the national and/or California ambient air quality standards. (Air basins where ambient air quality standards are exceeded are referred to as “nonattainment” areas.)

The following SCAQMD Rules include, but are not limited to, the rules that are applicable to the Project site:

SCAQMD Rule 402 prohibits a person from discharging from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property.

SCAQMD Rule 403 governs emissions of fugitive dust. Compliance with this rule is achieved through application of standard BMPs in construction and operation activities, such as application of water or chemical stabilizers to disturbed soils, covering haul vehicles, restricting vehicle speeds on unpaved roads to 15 miles per hour (mph), sweeping loose dirt from paved site access roadways, cessation of construction activity when winds exceed 25 mph and establishing a permanent, stabilizing ground cover on finished sites.

SCAQMD Rule 1108 governs the sale, use and manufacturing of asphalt and limits the volatile organic compound (VOC) content in asphalt used in the South Coast Air Basin. This rule regulates the VOC content of asphalt available for use during construction.

SCAQMD Rule 1186 which limits the presence of fugitive dust on paved and unpaved roads and sets certification protocols and requirements for street sweepers which are under contract to provide sweeping services to any federal, State, county, agency or special district such as water, air, sanitation, transit or school district.

CARB Air Toxic Control Measure limits the idling of diesel vehicles to reduce emissions of toxics and criteria pollutants. The driver of any vehicle subject to this section: (1) shall not idle the vehicle's primary diesel engine for greater than five (5) minutes at any location; and (2) shall not idle a diesel-fueled auxiliary power system for more than five (5) minutes to power a heater, air conditioner, or any ancillary equipment on the vehicle if it has a sleeper berth and the truck is located within 100 feet of a restricted area (homes and schools).

1.6.5 - Federal Clean Air Act

The U.S. EPA requires that all projects within non-attainment and maintenance areas must show conformity with the stated purpose of the EPA-approved State Implementation Plan prior to any approval, acceptance, or funding actions (42 U.S.C. § 176). The requirement is met by demonstrating Project conformity with the purpose of the State Implementation Plan, which is the elimination or reduction of the severity and number of violations of the National ambient air quality standards for particulate matter less than 10 microns in diameter (PM₁₀) and fine particulate matter 2.5 microns or less in diameter (PM_{2.5}). The Proposed Project area is in a non-attainment area ozone for PM₁₀, and PM_{2.5}.

1.6.6 - City of Riverside Title 20

The purpose of Title 20 is to promote the public health, safety and general welfare by providing for the identification, protection, enhancement, perpetuation and use of improvements, buildings, structures, signs, objects, features, sites, places, areas, districts, neighborhoods, streets, works of art, natural features and significant permanent landscaping having special historical, archaeological, cultural, architectural, community, aesthetic or artistic value in the City. A "cultural resource" is defined as improvements, buildings, structures, signs, features, sites, scenic areas, views and vistas, places, areas, landscapes, trees, or other objects, which are of scientific, aesthetic, educational, cultural, architectural, social, political, military, historical or archaeological significance to the citizens of the City, the State of California, the Southern California region, or the Nation. The cultural resource may be determined eligible for designation or designated by the City Council pursuant to the provisions of this Title.

Prior to the issuance of any applicable permits, the Cultural Heritage Board shall have discretionary authority to review and approve applications and actions to restore, rehabilitate, alter, develop and/or demolish cultural resources pursuant to the provisions of Title 20.

1.7 - Design Features and Compliance with Existing Regulations

Development of the proposed Project may result in short-term impacts during construction of the substation. Construction may generate increased amounts of pollutants that might be added to the air and storm water flows, and includes mainly silt, debris, chemicals, and dissolved solids, from the following sources:

- Demolition - Removal of existing small structures and concrete pads and foundations on the site utilizing heavy equipment with resultant dust and debris;
- Grading - Disruption of surface soils and increased susceptibility to erosion;
- Trenching – Short-term water pollutants such as sediment. Trenching short-term impacts also include disruption of surface soils and surface water flow.
- Paving - Paving of asphalt may contribute to contaminated runoff (i.e. crude oil);
- Painting - Paint fragments; and
- Construction equipment and vehicle maintenance - Washing, chemical degreasing.

However, compliance with established federal, State and regional regulations into the Project's design features, short-term impacts will be reduced to less than significant. The following Project design features and State and local regulations relate to the proposed Project:

1.7.1 - Best Management Practices

The long-term operation of the proposed Project may potentially increase stormwater drainage flow from the Project area's exiting drainage onto Evans Street. To minimize this potential burden, the City of Riverside proposes to prepare a Stormwater Pollution Prevention Program (SWPPP) prior to construction activities and a WQMP during the operation of the project once constructed.

1.7.2 - Migratory Bird Treaty Act

The Migratory Bird Treaty Act (MBTA) makes it unlawful to pursue, capture, kill, or possess or attempt to do the same to any migratory bird or part, nest, or egg of any such bird listed in wildlife protection treaties between the United States, Great Britain, Mexico, Japan, and the countries of the former Soviet Union. There is potential for nesting birds to utilize the trees within the Project site and trees adjacent to the Project site during their breeding season. Removal of on-site vegetation outside the breeding season will eliminate the potential for any impacts to nesting birds.

If nesting birds are present within the Project footprint or within 250 feet, they must be avoided until nesting activity is complete (generally February-August), as determined by a qualified biologist. A preconstruction nesting bird survey is recommended seven days prior to any ground or vegetation disturbance between February and August. Any active nests identified shall have a buffer area established within a 200-foot radius (500 foot for birds of prey) of the active nest. Disturbance shall not occur within the buffer area until the biologist determines that the young have fled. Construction activity may occur within the buffer area at the discretion of the biological monitor.

1.7.3 - Unanticipated Cultural Discoveries

It is always possible that ground-disturbing activities during construction may uncover previously unknown, buried cultural resources; however, none are expected for the Project. In the event that buried cultural resources are discovered during construction, operations shall stop in the immediate vicinity of the find and the City will consult with a qualified archaeologist to determine whether the resource requires further study. The qualified archeologist shall make recommendations to the City on the measures that shall be implemented to protect the discovered resources, including but not limited to excavation of the finds and evaluation of the finds in accordance with §15064.5 of the CEQA guidelines. Cultural resources could consist of, but are not limited to, stone artifacts, bone, wood, shell, or features, including hearths, structural remains, or historic dumpsites. Any previously undiscovered resources found during construction within the Project area should be recorded on appropriate Department of Parks and Recreation (DPR) forms and evaluated for significance in terms of CEQA criteria.

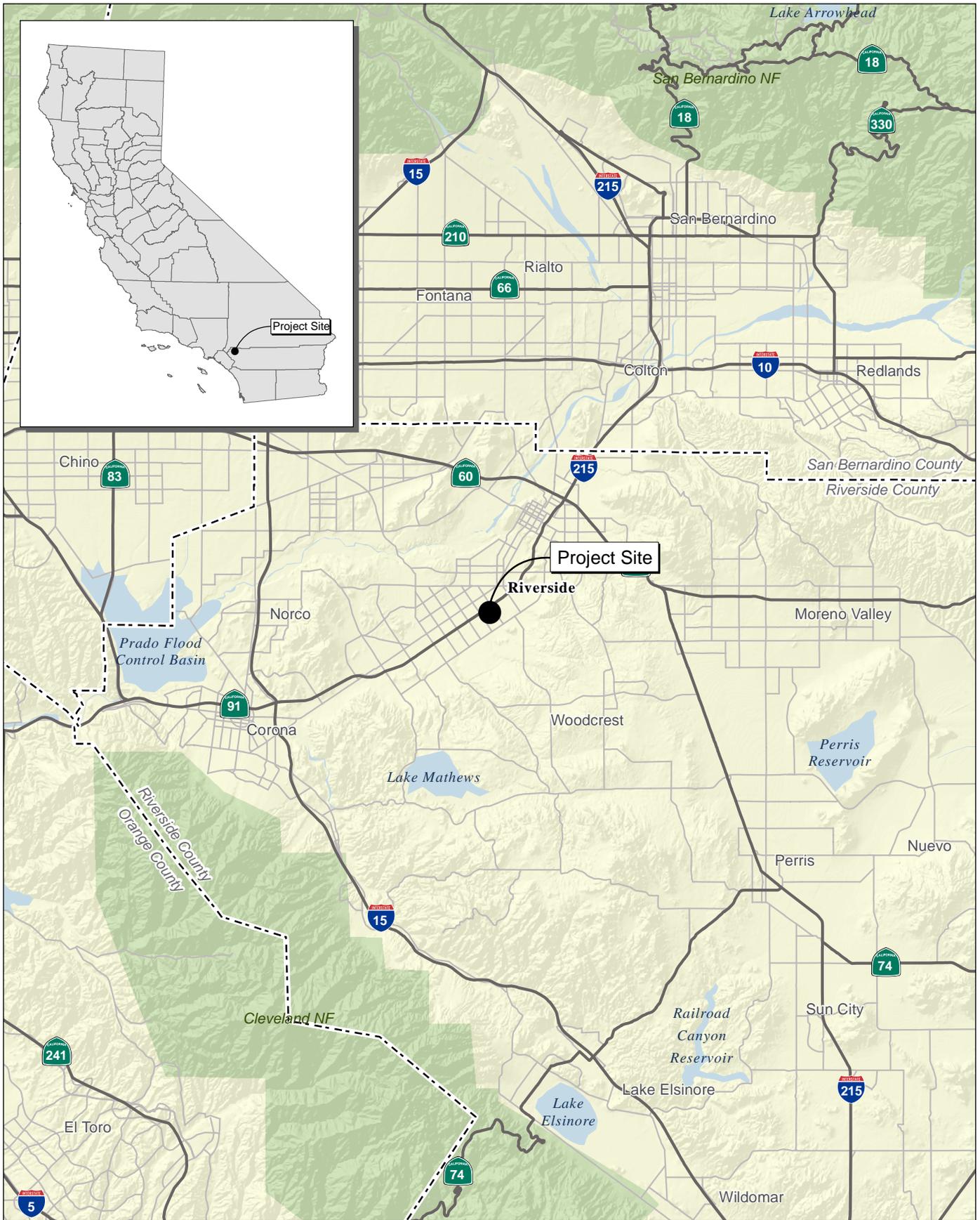
In the event of an accidental discovery or recognition of any human remains, PRC §5097.98 must be followed. In this instance, once Project-related earthmoving begins and if there is accidental discovery or recognition of any human remains in any location other than a dedicated cemetery, the following steps shall be taken:

- 1) There shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until the County Coroner is contacted to determine if the remains are Native American and if an investigation of the cause of death is required. If the coroner determines the remains to be Native American, then the coroner shall contact the Native American Heritage Commission (NAHC) within 24 hours, and the NAHC shall identify the person or persons, it believes to be the “most likely descendant” (MLD) of the deceased Native American. The MLD may make recommendations to the landowner or the person responsible for the excavation work, for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods as provided in Public Resource Code (PRC) §5097.98, or
- 2) Where the following conditions occur, the landowner or his authorized representative shall rebury the Native American human remains and associated grave goods with appropriate dignity either in accordance with the recommendations of the MLD or on the property in a location not subject to further subsurface disturbance:

The NAHC is unable to identify a most likely descendent or the MLD failed to make a recommendation within 24 hours after being notified by the commission,

The descendant identified fails to make a recommendation; or

The landowner or his authorized representative rejects the recommendation of the descendant, and the mediation by the NAHC fails to provide measures acceptable to the landowner.



Source: Census 2000 Data, The CaSIL, MBA GIS (2010).



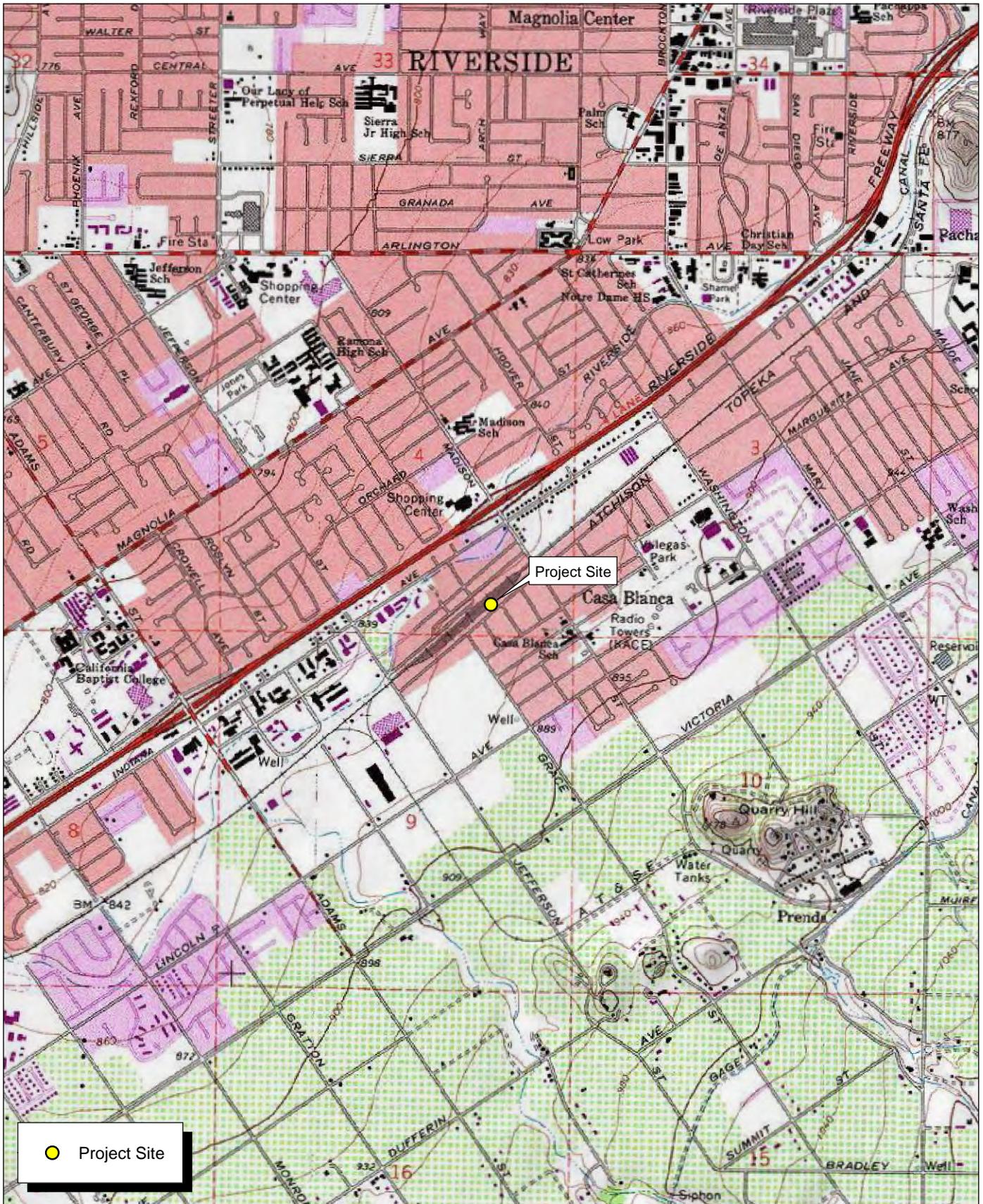
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Exhibit 1 Regional Location Map

CITY OF RIVERSIDE • CASA BLANCA POWER PROJECT
INITIAL STUDY / MITIGATED NEGATIVE DECLARATION



Source: TOPO! USGS Riverside West (1980) 7.5' DRG.

Exhibit 2

Local Vicinity Map
Topographic Base



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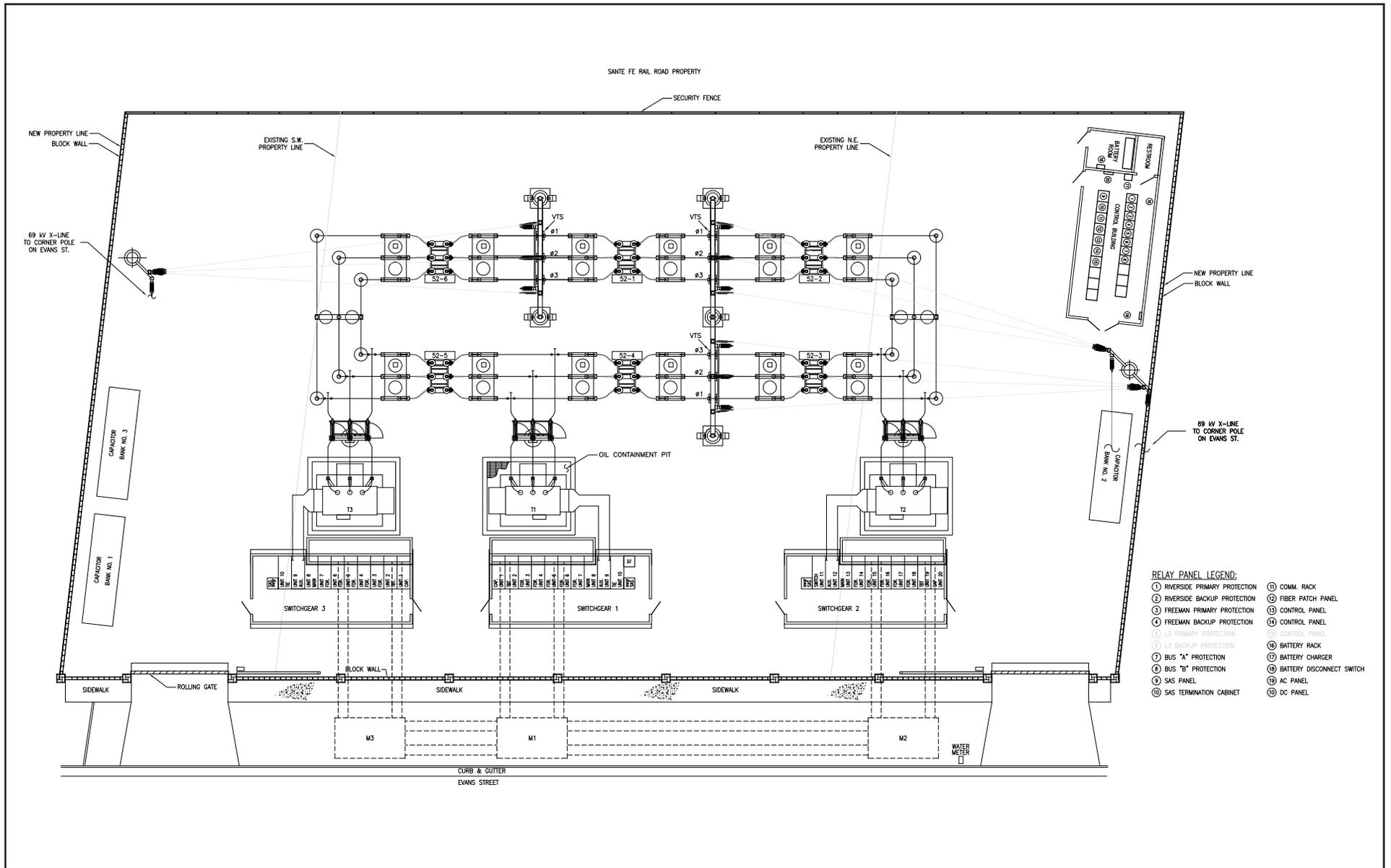
Source: NAIP for Riverside County (2009).



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Exhibit 3 Local Vicinity Map Aerial Base



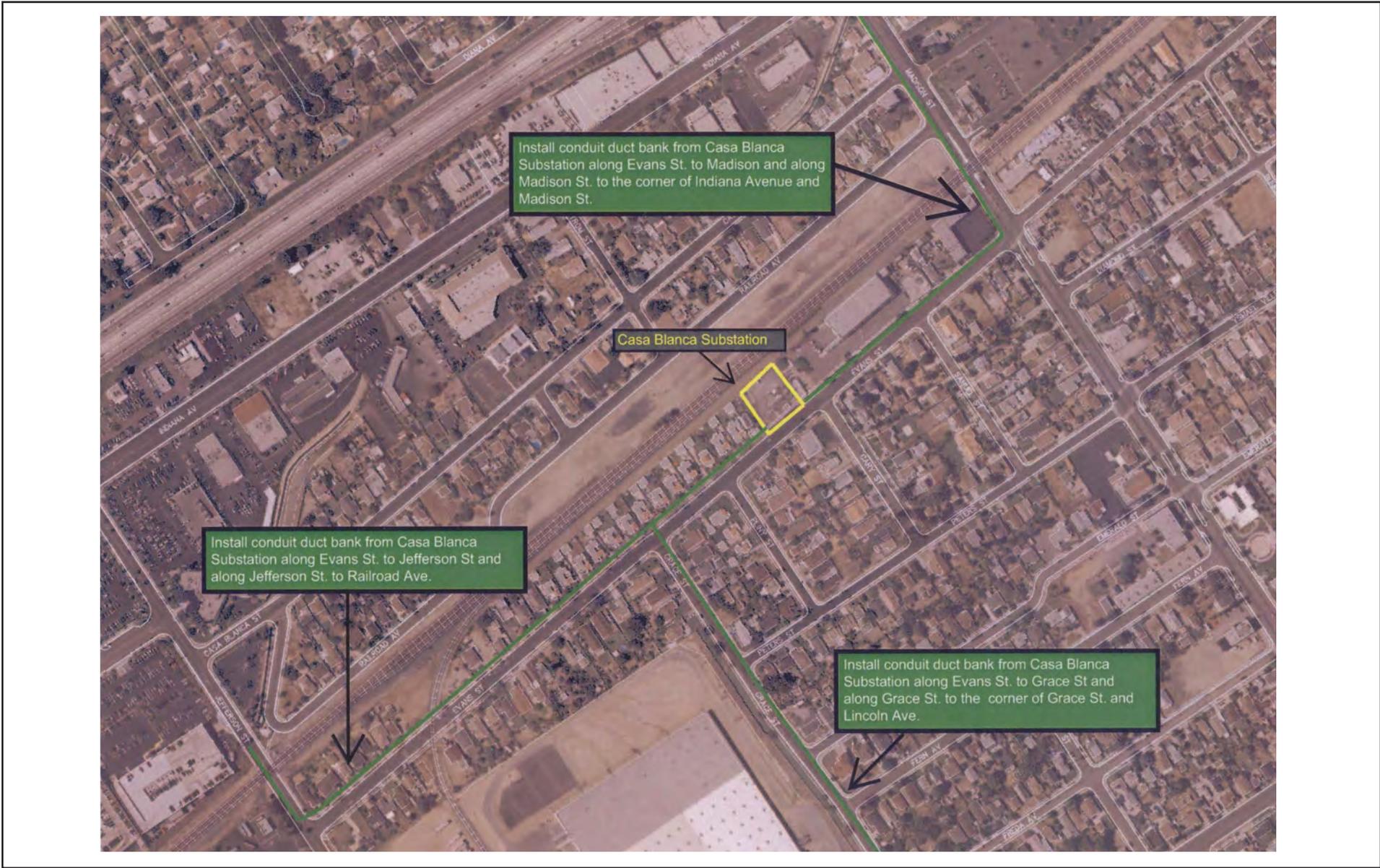
Source: City of Riverside Public Utilities (June 2010).



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Exhibit 4a Substation Site Plan

CITY OF RIVERSIDE • CASA BLANCA POWER PROJECT
INITIAL STUDY / MITIGATED NEGATIVE DECLARATION



Source: City of Riverside (January 29, 2010).



Exhibit 4b Offsite Electrical Improvements



Source: City of Riverside (January 4, 2010).



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Exhibit 4c Offsite Electrical Improvements

CITY OF RIVERSIDE • CASA BLANCA POWER PROJECT
INITIAL STUDY / MITIGATED NEGATIVE DECLARATION



Install new overhead conductor and steel poles across Evans St. from substation within existing right-of-way. This line will intercept existing subtransmission circuit.

Install approximately 1,200 ft. of new overhead conductor on *existing poles* along Evans St. from the Casa Blanca Substation and continuing west to just beyond Grace St.

Source: City of Riverside (January 4, 2010).



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Exhibit 4d Offsite Electrical Improvements

CITY OF RIVERSIDE • CASA BLANCA POWER PROJECT
INITIAL STUDY / MITIGATED NEGATIVE DECLARATION



Source: City of Riverside (January 4, 2010).



Exhibit 4e Offsite Electrical Improvements

SECTION 2: ENVIRONMENTAL CHECKLIST

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
1. Aesthetics				
<i>Would the Project:</i>				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic building within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2. Agriculture and Forest Resources				
<i>In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board.</i>				
<i>Would the Project:</i>				
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 (FMMP) of the California Resources Agency (ARB), 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 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104 (g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
e) Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
3. Air Quality <i>Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the Project:</i>				
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) Violate any air quality standard or contribute substantially to an existing or Projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) 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 (including releasing emissions, which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
4. Biological Resources <i>Would the Project:</i>				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game (CDFG) or U.S. Fish and Wildlife Service (USFWS)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 CDFG or USFWS?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (CWA) (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 wildlife nursery sites?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan (HCP), Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
5. Cultural Resources				
<i>Would the Project:</i>				
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
6. Geology / Soils				
<i>Would the Project:</i>				
a) Expose people or structures to 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? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable, 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"/>

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (UBC) (1994), creating substantial 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"/>
7. Greenhouse Gas Emissions <i>Would the project:</i>				
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"/>
8. Hazards / Hazardous Materials <i>Would the Project:</i>				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the likely 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 checked="" type="checkbox"/>	<input 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"/>
e) For a Project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the Project result in a safety hazard for people residing or working the Project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) For a Project within the vicinity of a private airstrip, would the Project result in a safety hazard for people residing or working in the Project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
g) 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"/>
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
9. Hydrology / Water Quality <i>Would the Project:</i>				
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially alter the existing drainage pattern of area, including through the alteration of the course of a stream or river, in a manner, which would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or 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"/>
e) Create or contribute runoff water, which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Place within a 100-year flood hazard area structures, which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
j) Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
10. Land Use / Planning <i>Would the Project:</i>				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the Project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Conflict with any applicable HCP or natural communities conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
11. Mineral Resources <i>Would the Project:</i>				
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"/>
12. Noise <i>Would the Project result in:</i>				
a) Exposure of persons to or generation of noise levels 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) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) A substantial permanent increase in ambient noise levels in the Project vicinity above levels existing without the Project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) A substantial temporary or periodic increase in ambient noise levels in the Project vicinity above levels existing without the Project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) For a Project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the Project expose people residing or working in the Project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
f) For a Project within the vicinity of a private airstrip, would the Project expose people residing or working in the Project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
13. Population / Housing <i>Would the Project:</i>				
a) Induce substantial population growth in an area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Displace substantial numbers of people necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
14. Public Services <i>Would the Project 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>				
a) Fire Protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Police Protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
15. Recreation				
a) Would the Project 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) Does the Project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
16. Transportation / Traffic <i>Would the Project:</i>				
a) Conflict with an applicable plan, ordinance, or policy establishing measure of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) 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 type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Conflict with adopted policies, plans or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
17. Utilities / Service Systems				
<i>Would the Project:</i>				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board (RWQCB)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Have sufficient water supplies available to serve the Project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in a determination by the wastewater treatment provider, which serves or may serve the Project that it has adequate capacity to serve the Project's Projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the Project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

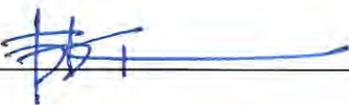
Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
18. Mandatory Findings of Significance				
a) Does the Project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, 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"/>
b) Does the Project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a Project are considerable when viewed in connection with the effects of past Projects, the effects of other current Projects, and the effects of probable future Projects.)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Does the Project 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"/>

Environmental Factors Potentially Affected			
The environmental factors checked below would be potentially affected by this Project, involving at least one impact that is a “Potentially Significant Impact” as indicated by the checklist on the following pages.			
<input type="checkbox"/>	Aesthetics	<input type="checkbox"/>	Agriculture Resources
<input type="checkbox"/>	Biological Resources	<input type="checkbox"/>	Cultural Resources
<input type="checkbox"/>	Hazards / Hazardous Materials	<input type="checkbox"/>	Hydrology / Water Quality
<input type="checkbox"/>	Mineral Resources	<input type="checkbox"/>	Noise
<input type="checkbox"/>	Public Services	<input type="checkbox"/>	Recreation
<input type="checkbox"/>	Utilities / Services Systems	<input type="checkbox"/>	Mandatory Findings of Significance
<input type="checkbox"/>		<input type="checkbox"/>	Air Quality
<input type="checkbox"/>		<input type="checkbox"/>	Geology / Soils
<input type="checkbox"/>		<input type="checkbox"/>	Land Use / Planning
<input type="checkbox"/>		<input type="checkbox"/>	Population / Housing
<input type="checkbox"/>		<input type="checkbox"/>	Transportation / Traffic

Environmental Determination

On the basis of this initial evaluation:

- I find that the Proposed Project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the Proposed Project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the Project have been made by or agreed to by the Project proponent. A NEGATIVE DECLARATION or a MITIGATED NEGATIVE DECLARATION will be prepared.
- I find that the Proposed Project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that the Proposed Project MAY have a “potentially significant impact” or “potentially significant unless mitigated” impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measure based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- I find that although the Proposed Project could have a significant effect on the environment, because all 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, nothing further is required.

Signed 

Date 8.10.10

Dave Wright, Riverside Public Utilities, General Manager
Name and Title

SECTION 3: DISCUSSION OF ENVIRONMENTAL EVALUATION

3.1 - Aesthetics

Would the Project:

- a) *Have a substantial adverse effect on a scenic vista?*

No Impact. The Project includes the replacement of the existing electrical substation (APN 230-245-002) with a new substation and the potential removal of small buildings on two lots (APN 230-245-001 and 003) adjacent to the existing substation site. Also included are improvements to existing overhead line facilities extending out from the substation site including undergrounded work along certain City streets. The project area is located on flat ground adjacent to railroad tracks and freeways. Single-family residences and small businesses are located southeast and southwest of the project site. Review of the Aesthetics section of the City of Riverside 2025 Final Program Environmental Impact Report (EIR 2007) shows that the project area is not located within the viewshed of a City of Riverside Scenic or Special Boulevard. There are no scenic vistas near the Project site identified in the General Plan 2025 Final Program EIR. Thus, there will be no impacts to scenic vistas resulting from Project development.

- b) *Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?*

No Impact. The Project site is located off Evans Street and is not located within or near a state scenic highway, nor a scenic resource. The entirety of the Project site has no rock outcroppings. The existing buildings on the substation property were evaluated and found to be not significant under CEQA guidelines. Although there are few trees on the existing substation property, these trees are not considered a scenic resource. In addition, there are several non-native trees located on the lot to the southeast of the substation site at 7605 Evans Street. However, these trees are not a scenic resource. Neither trees nor rock outcrops will be directly impacted by project-related developments, which lie outside the substation site. Per the City of Riverside General Plan 2025 Final Program EIR (2007), the proposed Project site is not near a State Scenic Highway, or any other designated or eligible scenic highway. Consequently, the proposed Project will not alter or damage any scenic resources ultimately affecting the viewshed of a State Scenic Highway.

- c) *Substantially degrade the existing visual character or quality of the site and its surroundings?*

Less than Significant Impact. Direct effects associated with construction of the new substation will not degrade the existing visual character of the Project area or surroundings because the existing substation is being replaced with a similar structure in size and height - the net effect of which will not create direct visual impacts to off-site lands. Grading activities would be focused

in areas where previous grading and structural development has already occurred. Existing trees will be removed, are few in quantity, are non-native, and all are located on the substation site and at 7605 Evans Street. Off-site improvements to power lines and construction of new undergrounding will not result in a visual degradation of the Project area since it will occur within existing rights-of-way and on existing poles. Consequently, the proposed Project will not alter or damage any scenic resources ultimately affecting the visual character or quality of the site and its surroundings.

- d) *Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area?*

Less than Significant Impact. Implementation of the Project would result in new light sources on the substation and at each of the four corners of the subject property. The existing substation has no sources of glare. The City will have prepared a lighting plan to prevent potential light spillover on adjacent properties. Implementation of the lighting plan will ensure that development of the Project will not cause a substantial source of light spillover on adjacent properties. In addition, the Project area lies beyond the Mt. Palomar Nighttime Lighting Policy area per the City of Riverside General Plan 2025 Final Program EIR (2007). Therefore, impacts from light or glare will be less than significant.

3.2 - Agricultural and Forest Resources

Would the Project:

- a) *Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the FMMP of the California Resources Agency, to non-agricultural use?*

No Impact. According to the Figure OS-2 of the City of Riverside General Plan 2025 (GP 2025), the proposed Project site is located in land designated as (D) Built-up and Urban Land. According to the California Department of Conservation Farmland Mapping and Monitoring Program (FMMP), Urban and Built-up Land is categorized as “Land occupied by structures with a building density of at least 1 unit to 1.5 acres, or approximately 6 structures to a 10-acre parcel. This land is used for residential, industrial, commercial, construction, institutional, public administration, railroad and other transportation yards, cemeteries, airports, golf courses, sanitary landfills, sewage treatment, water control structures, and other developed purposes.” All land surrounding the substation site is of the same category. Certain linear portions of the project extending out from the substation do travel into the Arlington Heights Greenbelt Area along Washington Street, the boundaries of which are shown in Figure OS-2. However, these portions of the Project will be installed on existing poles within existing rights-of-way. Thus, there would be no impact to prime farmland resulting from Project development.

b) *Conflict with existing zoning for agricultural use, or a Williamson Act contract?*

No Impact. According to Figure OS-3 of the City of Riverside General Plan 2025 (GP 2025), the Project is not within or near to any zoning for agricultural use, and is not under a Williamson Act contract. Certain linear portions of the project extending out from the substation do travel into the Arlington Heights Greenbelt Area along Washington Street, the boundaries of which are shown in Figure OS-2. However, these portions of the Project will be installed on existing poles within existing rights-of-way. Thus, there would be no conflicts with existing zoning for agricultural use resulting from Project development.

c) *Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?*

No Impact. The Project area is not zoned for Timberland Production nor is the Project area near any zoning for forest land. Thus, there would be no conflict with existing zoning for, or cause rezoning of forest land resulting from Project development.

d) *Result in the loss of forest land or conversion of forest land to non-forest use?*

No Impact. As discussed in Section 3.2(c), the Project area is not located within forest land. Thus, there would be no potential forest land conversions from Project development.

e) *Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?*

No Impact. The Project does not involve other changes in the existing environment that could result in conversion of farmland. As discussed in Section 3.1(b), the Project area is not near to any zoning for agricultural use and not under a Williamson Act Contract. Thus, there would be no potential farmland conversions to non-agricultural use resulting from Project development.

3.3 - Air Quality

Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. The entirety of the Project is located within the South Coast Air Quality Management District (SCAQMD) jurisdiction. Therefore, guidance and thresholds recommended by the SCAQMD are utilized in the analysis. For background information on pollutants, greenhouse gases, and regulatory information, please refer to the *Air Quality and Climate Change Assessment for the*

City of Riverside Public Utilities Department Casa Blanca Power Project contained in Appendix A. The following is a summary of that report.

The Project is in the South Coast Air Basin (Basin), which is under the jurisdiction of the SCAQMD. The Basin is in nonattainment for ozone and particulate matter (PM₁₀ and PM_{2.5}), which means that concentrations of these pollutants currently exceed the ambient air quality standards for those pollutants. Ambient air quality standards for criteria pollutants are set by the U.S. EPA and the California ARB to protect the health of sensitive individuals. Criteria pollutants include ozone, PM₁₀, PM_{2.5}, carbon monoxide (CO), nitrogen dioxide (NO_x), lead, and sulfur dioxide (SO_x). Ozone is formed in the atmosphere through reactions of volatile organic compounds (VOC), NO_x, and sunlight. CO is emitted principally from motor vehicles while PM₁₀ and PM_{2.5} are emitted as fugitive dust and can also be formed in the atmosphere involving complex photochemical reactions involving VOC and NO_x. Stationary sources are primarily responsible for emitting SO_x and lead.

To assist Lead Agencies in the analysis of Project-related air impacts for CEQA assessments, the SCAQMD has adopted regional significance thresholds, localized significance thresholds, and health risk significance thresholds as described below. The SCAQMD recommends lead agencies apply these thresholds in determining the significance of a project's impacts on air quality. If Project emissions exceed the thresholds, then the Project would result in a significant air quality impact.

Regional Emission Significance Thresholds are designed to limit the impacts that emissions from a proposed project would have in affecting the ability of the South Coast Air Basin to attain or maintain air quality standards. Such emissions may affect the attainment of air quality standards many miles from a proposed project location. Regional emission thresholds are defined separately for construction and operational activities.

Localized Significance Thresholds were developed in response to the SCAQMD Governing Board's environmental justice initiatives (EJ initiative I-4) in recognition of the fact that criteria pollutants such as CO, NO_x, and PM₁₀ and PM_{2.5} in particular, can have local impacts as well as regional impacts. Local significance thresholds are defined separately for short-term construction activities and long-term operations and depend on the type of pollutant, geographical area where the project is located, and distance to the nearest sensitive receptors. In this regard, sensitive receptors are those individuals who are sensitive to air pollution and include children, the elderly, and persons with preexisting respiratory or cardiovascular illness. For purposes of CEQA, the SCAQMD considers a sensitive receptor to be a location where a sensitive individual could remain for 24 hours, such as residences, hospitals, or convalescent facilities. Commercial and industrial facilities are not included in the definition because employees do not typically remain onsite for 24 hours. However, when assessing the impact of pollutants with 1-hour or 8-hour

standards (such as nitrogen dioxide and carbon monoxide), commercial and/or industrial facilities would be considered worker receptors for those purposes.

The closest sensitive receptors consist of numerous residences located immediately to the east and south across Evans Street and Clay Street, and to the southwest of the Project along its southwestern border.

Health risk significance thresholds are defined to protect the public from excessive levels of toxic air contaminants that can cause both long-term and short-term health impacts.

Table 3.3-1 identifies the SCAQMD significance thresholds applicable to the Project.

Table 3.3-1: SCAQMD Significance Thresholds

SCAQMD Regional Significance Thresholds		
Pollutant	Construction (pounds/day)	Operation (pounds/day)
VOC	75	55
NO _x	100	55
CO	550	550
SO _x	150	150
PM ₁₀	150	150
PM _{2.5}	55	55
SCAQMD Localized Significance Thresholds⁽¹⁾		
Pollutant	Construction (pounds/day)	Operation (pounds/day)
NO _x	118	118
CO	602	602
PM ₁₀	4	1
PM _{2.5}	3	1
SCAQMD Health Risk Significance Threshold		
Toxic Air Contaminants	Maximum Incremental Cancer Risk >= 10 in 1 million Hazard Index >= 1.0	
Note: ⁽¹⁾ The localized significance thresholds are applicable to SCAQMD Source-Receptor Area (Metropolitan Riverside County) where the Project is located and for a construction area of 1 acre and a distance of 25 meters to the nearest sensitive receptor.		

Appendix G of the CEQA Guidelines provides a series of checklist questions that define the potential for a project to have a significant impact on air quality. These questions are addressed as follows within the context of the thresholds recommended by the SCAQMD.

Would the Project:

- a) *Conflict with or obstruct implementation of the applicable air quality plan?*

Less than Significant Impact. The applicable plan is the 2007 Air Quality Management Plan (AQMP) adopted by the SCAQMD. Two criteria were used in responding to this checklist question to assess compliance with the AQMP:

Criterion 1: Do the Project's regional construction and operational emission impacts conform to the SCAQMD's regional emission significance thresholds?

Criterion 2: Are the emissions from the Project within the emission budgets assumed in the AQMP?

Criterion 1: Regional Construction and Operational Emission Impacts

With regard to the first criterion, the Project's regional construction and operational emissions may add to an already existing emission burden in the South Coast Air Basin in affecting the ability of the South Coast Basin in attaining and maintaining ambient air quality standards. The estimation of the Project's regional emissions was based on the URBEMIS land use emission model that is recommended by the SCAQMD. The estimate of regional emissions accounts for emissions that are generated from onsite activities such as from construction equipment and dust generated during earthmoving activities and from offsite sources of emissions such as from worker vehicles and delivery supply trucks.

Regional Short-term Construction Emissions

Construction emissions occur during all facets of the construction activities involving demolition, grading, paving, and substation infrastructure construction. Such emissions would come from construction equipment combustion exhaust, fugitive dust from the demolition of the existing public works building, grading and earth-moving activities, paving, and emissions from vehicles driven to and from the site by construction workers and delivery vehicles. Construction emissions consist of VOCs, NO_x, CO, SO_x, PM₁₀, and PM_{2.5}.

An assessment of regional short-term construction air pollutant emissions was conducted using an inventory of construction equipment typical of the type of construction contemplated for the Project. The actual construction equipment inventory was not available to incorporate directly into the analysis. The rates of pollutant emissions from both onsite and offsite construction activities were derived from information provided by the SCAQMD.

The Project would cover a total area of approximately 0.84 acres including the existing substation site and the two parcels to the southwest and northeast of the existing substation. In estimating construction emissions, the following construction activities were included:

- Demolition
 - Demolition of the existing concrete surface on the southwest parcel;
 - Demolition of all existing structures on all three parcels
 - Haul away of all demolition debris to an offsite disposal area
- Grading of all three parcels
- Trenching
 - Installation of off-parcel underground conduit duct banks in the existing street right of way extending from the new substation to various points in the neighborhood (approximately 3,500 linear feet)
 - Asphalt resurfacing of the disturbed street right of way
- Infrastructure construction
 - Delivery of construction materials
 - Construction of the substation infrastructure
- Aggregate Paving
 - Delivery of paving materials
 - Paving of the entire area of the three parcels.

From information provided by the applicant, it was assumed that construction of the Proposed Project would commence during August of 2011 with substation energizing commencing during May 2012. Construction was assumed to occur over an 8-hour day during the construction period.

Table 3.3-2 presents the estimated maximum daily regional construction emissions for the Proposed Project and compares the estimated emissions with the daily mass regional emission significance thresholds for construction established by the SCAQMD.

Table 3.3-2: Estimated Maximum Daily Regional Construction Emissions

Construction Activity	Emissions (pounds per day) ⁽¹⁾					
	VOC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Demolition						
Construction Equipment Exhaust	3.6	26.5	13.1	0.0	1.5	1.4
Fugitive Dust	0.0	0.0	0.0	0.0	1.0	0.2
Worker Vehicle Exhaust	0.1	0.1	0.8	0.0	0.0	0.0
Debris Haul Truck Exhaust	0.6	7.8	2.5	0.0	0.4	0.3
Paved Road Dust	0.0	0.0	0.0	0.0	5.7	1.2
Total	4.3	34.4	16.5	0.0	8.6	3.1
Grading						
Construction Equipment Exhaust	2.5	20.1	9.5	0.0	1.1	1.0
Fugitive Dust	0.0	0.0	0.0	0.0	2.7	0.6
Worker Vehicle Exhaust	0.1	0.1	0.7	0.0	0.0	0.0
Total	2.6	20.2	10.1	0.0	3.8	1.6
Trenching/Underground Utilities						
Conduit Excavation Equipment Exhaust	6.3	41.5	23.3	0.0	2.9	2.6
Worker Vehicle Exhaust	0.1	0.1	1.2	0.0	0.0	0.0
Excavation Haul Truck Emissions	0.4	5.4	1.7	0.0	0.3	0.2
Truck Paved Road Dust	0.0	0.0	0.0	0.0	8.1	1.7
Asphalt Delivery Truck Emissions	0.2	2.7	0.9	0.0	0.1	0.1
Fugitive Asphalt VOC Emissions	0.1	0.0	0.0	0.0	0.0	0.0
Total	7.1	49.7	27.1	0.0	11.4	4.6
Infrastructure Construction						
Construction Equipment Exhaust	4.8	31.3	17.1	0.0	2.1	1.9
Worker Vehicle Exhaust	0.1	0.1	1.4	0.0	0.0	0.0
Vendor Vehicle Exhaust	0.2	2.8	0.9	0.0	0.1	0.1
Paved Road Dust	0.0	0.0	0.0	0.0	2.0	0.4
Total	5.2	34.2	19.4	0.0	4.2	2.5
Aggregate Paving						
Construction Equipment Exhaust	3.7	29.6	13.7	0.0	1.6	1.5
Worker Vehicle Exhaust	0.1	0.1	0.8	0.0	0.0	0.0
Vendor Vehicle Exhaust	1.8	22.3	7.2	0.0	1.1	0.9
Paved Road Dust	0.0	0.0	0.0	0.0	15.5	3.3
Total	5.6	52.0	21.7	0.0	18.2	5.7
Max emissions in 1 day	7.1	52.0	27.1	0.0	18.2	5.7
Regional Threshold	75	100	550	150	150	55
Significant Impact?	No	No	No	No	No	No
Note: ⁽¹⁾ Emissions shown assume compliance with applicable emission regulations including SCAQMD Rule 403.						

As shown in Table 3.3-2, the construction emissions from the Project would not exceed any of the SCAQMD's regional construction significance thresholds.

Regional Long-term Operational Emissions

Long-term operational emissions occur once the Proposed Project commences full operations. Such emissions would come from area sources including gasoline-powered landscaping and maintenance equipment and from mobile sources (e.g., vehicle trips by Public Utilities employees). The Proposed Project represents an improvement of the existing substation to provide critical electrical load relief and greatly enhance back-up reliability. As such, the Proposed Project is not expected to generate any new trips by worker personnel. Negligible amounts of emissions would also be generated from landscape equipment. The maximum daily operational emissions are expected to be less than significant.

Therefore, the Project's construction and operational emissions would not exceed any of the SCAQMD's regional significance thresholds and the Project meets the first criterion.

Criterion 2: Project's Emissions are Within the AQMP Emission Budgets

With regard to the second criterion, the AQMP is based in large part on the general plans of the various local planning agencies in defining the type and intensity of land use in estimating future emission budgets. The Project land use is permitted with the general residential designation within the City of Riverside General Plan 2025. The City's zoning ordinance allows public utilities, i.e., substations on parcels that are zoned Residential. As a result, the proposed Project is consistent with the emission budget assumptions contained in the AQMP since it is consistent with the General Plan land use. Therefore, the Project meets the second criterion.

Thus, the Project would not conflict with or obstruct implementation of the applicable air quality plan.

- b) *Violate any air quality standard or contribute substantially to an existing or projected air quality violation?*

Less than Significant Impact. Two criteria were used in responding to this checklist question:

Criterion 1: Do the Project's regional construction and operational emission impacts conform to the SCAQMD's regional emission significance thresholds?

Criterion 2: Do the Project's localized construction and operational emissions conform to the SCAQMD's localized significance thresholds?

The application of these criteria in addressing this impact question is designed to insure that the air impacts of a proposed project would not cause a new exceedance or contribute to an existing or projected exceedance of an air quality standard either locally within the immediate area of the Project or within the South Coast Air Basin.

Criterion 1: Regional Construction and Operational Emission Impacts

As noted from the information provided in the discussion in Section 3.3(a) above, the Project’s regional construction and operational emission impacts would not exceed any of the SCAQMD’s regional significance thresholds. Therefore, the Project meets this criterion.

Criterion 2: Local Construction and Operational Emission Impacts

The estimation of local emissions focuses on the quantification of emissions generated from activities carried out only while on the Project site (e.g., from construction equipment and fugitive dust) and does not include emissions generated from off-site sources such as from worker vehicles and delivery trucks.

Local Short-Term Construction Emissions

The localized significance thresholds applicable to the Project were derived from the SCAQMD mass rate daily emission tables for a 1 acre construction area (the approximate construction area) in SCAQMD source-receptor area 23 (Metropolitan Riverside County) where the Project is located. A receptor distance of approximately 25 meters (82 feet) from the Project fence line was also assumed as the distance to the nearest residences, which are located immediately to the east and south across Evans Street and Clay Street, and to the southwest of the Proposed Project along its southwestern border. Twenty-five meters is the shortest distance to a sensitive receptor provided for in the SCAQMD local significance threshold emission tables. Table 3.3-3 provides the localized significance threshold analysis results for construction. Also shown therein are the SCAQMD local construction thresholds applicable to the Project.

Table 3.3-3: Estimated Maximum Daily Local Construction Emissions

Construction Activity	Maximum Onsite Daily Emissions (pounds per day)			
	NO _x	CO	PM ₁₀	PM _{2.5}
Demolition				
Construction Equipment Exhaust	26.5	13.1	1.5	1.4
Fugitive Dust	0.0	0.0	1.0	0.2
Total	26.5	13.1	1.6	1.6
Grading				
Construction Equipment Exhaust	20.1	9.5	1.1	1.0
Fugitive Dust	0.0	0.0	2.7	0.6
Total	20.1	9.5	3.8	1.6
Trenching/Underground Utilities				
Conduit Excavation Equipment Exhaust	41.5	23.3	2.9	2.6
Total	41.5	23.3	2.9	2.6
Infrastructure Construction				
Construction Equipment Exhaust	31.3	17.1	2.1	1.9
Total	31.3	17.1	2.1	1.9

Table 3.3 3 (cont.): Estimated Maximum Daily Local Construction Emissions

Construction Activity	Maximum Onsite Daily Emissions (pounds per day)			
	NO _x	CO	PM ₁₀	PM _{2.5}
Aggregate Paving Construction Equipment Exhaust	29.6	13.7	1.6	1.5
Total	29.6	13.7	1.6	1.4
Maximum Daily Emissions	41.5	23.3	3.8	2.6
Localized Significance Threshold ⁽¹⁾	118	602	4	3
Exceeds Threshold?	No	No	No	No
Note: ⁽¹⁾ Significance threshold for a 1-acre construction area, in Source Receptor Area 23, and a receptor distance of 25 meters.				

As noted from the results shown in Table 3.3-3, the construction of the proposed Project would not exceed any of the SCAQMD’s localized significance thresholds.

Local Long-Term Operational Emissions

The Project involves the improvement of an existing facility to provide critical electrical load relief and greatly enhance back-up reliability. No new emissions are expected to be generated from onsite operational activities, and therefore, the local operational emissions are less than significant. Therefore, the Project meets the second criterion.

Thus, the Project would not violate any air quality standard or contribute substantially to an existing or projected air quality violation.

- c) *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 (including releasing emissions, which exceed quantitative thresholds for ozone precursors)?*

Less than Significant Impact. The CEQA guidelines indicate that the Project would create a significant impact if it would “result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or State ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)”.

The region where the Project is located is a nonattainment area for PM₁₀, PM_{2.5}, and the ozone. The Project would contribute criteria pollutants to the area during short-term project construction. However, as detailed in Section 3.3(b) above, these emissions would be less than all SCAQMD regional and localized significance thresholds including emissions of NO_x and VOC, which are ozone precursors. Because short- and long- term emissions associated with the Project would be below SCAQMD thresholds, the Project’s contribution of these pollutants would not be cumulatively considerable and would represent a less than significant impact. The Project is

consistent with the current land use designated in the City of Riverside General Plan 2025 as well as consistent with the SCAQMD's AQMP. Finally, because the project impacts would not exceed any SCAQMD significance threshold, the impacts from the Project would not result in any cumulative health impacts either locally or regionally.

The project would not 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 (including releasing emissions, which exceed quantitative thresholds for ozone precursors).

d) *Expose sensitive receptors to substantial pollutant concentrations?*

Less than Significant Impact. The CEQA Guidelines indicate that a significant impact would occur if the project would expose sensitive receptors to substantial pollutant concentrations. Two criteria were used to address this impact question:

Criterion 1: Do the Project's local construction and operational emissions conform to the SCAQMD's localized significance thresholds?

Criterion 2: Would nearby sensitive receptors be exposed to substantial levels of toxic air contaminants?

Criterion 1: Local Construction and Operational Emission Impacts

With regard to the first criterion, and as discussed in response to Section 3.3(b), the results of the localized significance assessment concluded that the construction or operation emissions would not exceed any of the SCAQMD's localized significance thresholds. Therefore, the Project meets Criterion 1.

Criterion 2: Exposure to Substantial Levels of Toxic Air Contaminants

The construction of the Project would result in the temporary release of toxic air contaminants specifically diesel emissions from the diesel-powered construction equipment and equipment delivery trucks. Diesel particulate matter has been identified by the ARB as a carcinogenic substance. Potential impacts to exposures to diesel particulate matter are considered by the SCAQMD over a 70-year lifetime exposure time. Since the construction of the Project is of a short total duration (less than one year), the impact of construction diesel emissions would be less than significant when considered over a 70-year lifetime exposure. In addition, the operation of the Project is not expected to generate any new vehicle trips or require the use of equipment that releases diesel particulate matter emissions. Therefore, the Project meets Criterion 2.

Thus, the Project would not expose sensitive receptors to substantial pollutant concentrations.

- e) *Create objectionable odors affecting a substantial number of people?*

Less than Significant Impact. Individual responses to odors are highly variable and can result in a variety of psychological effects (i.e., irritation, anger, or anxiety) to physiological (i.e., circulatory and respiratory effects, nausea, vomiting, and headache). Generally, the impact of an odor results from a variety of interacting factors such as frequency, duration, offensiveness, location, and sensory perception. The frequency is a measure of how often an individual is exposed to an odor in the ambient environment. The intensity refers to an individual's or group's perception of the odor strength or concentration. The duration of an odor refers to the elapsed time over which an odor is experienced. The offensiveness of the odor is the subjective rating of the pleasantness or unpleasantness of an odor. The location accounts for the type of area in which a potentially affected person lives, works or visits; the type of activity they are engaged in, and the sensitivity of the impacted receptor.

The SCAQMD recommends that odor impacts be addressed in a qualitative manner. Such an analysis shall determine whether the project would result in excessive nuisance odors, as defined under the California Code of Regulations and Section 41700 of the California Health and Safety Code, and thus would constitute a public nuisance related to air quality.

Land uses typically considered associated with odors include wastewater treatment facilities, waste-disposal facilities, or agricultural operations. The Project does not contain land uses typically associated with emitting objectionable odors. Diesel exhaust and VOCs would be emitted during construction of the Project, which are objectionable to some; however, emissions would disperse rapidly from the Project site. The closest sensitive receptors consist of numerous residences located immediately to the east and south across Evans Street and Clay Street, and to the southwest of the Proposed Project along its southwestern border. Because of the rapid dispersion of potentially objectionable odors, such odors should not reach a level to induce a negative response at any nearby sensitive receptor.

Thus, the Project would not create objectionable odors affecting a substantial number of people.

3.4 - Biological Resources

Refer to the proposed Project's Biological Habitat Assessment (HA), which was prepared by Michael Brandman Associates (MBA) on May 14, 2010 for further information and conclusions. The HA can be found in Appendix C.

Would the Project:

- a) *Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies,*

or regulations, or by the California Department of Fish and Game (CDFG) or U.S. Fish and Wildlife Service (USFWS)?

No Impact. According to the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) consistency analysis, which is a component of the HA analysis in Appendix B, there are no anticipated impacts to sensitive species on the substation site, nor are there any along the off-site improvements portion of the Project. Thus, there are no impacts to sensitive species as a result of the proposed Project development. There are no areas of natural habitats within the vicinity of the project area that would be affected by the project.

- b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by CDFG or USFWS?*

No Impact. According to the Western Riverside County MSHCP Consistency Analysis, which is a component of the HA analysis in Appendix B, the Project site does not contain any riverine/riparian habitat, vernal pools or Urban/Wildlands interface areas, nor are there any along the off-site improvements portion of the Project. Thus, there are no impacts to sensitive habitats as a result of the proposed Project development.

- c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?*

No Impact. Through the CWA, the United State Army Corps of Engineers (USACE) regulates discharges of dredged or fill material into waters of the United States. The State of California also regulates waters of the State and streambeds under regional board and CDFG jurisdiction. These waters include wetlands and non-wetland bodies of water that meet specific criteria. No portion of the proposed Project or within the vicinity of the Project area that will be impacted contains features that are jurisdictional under CWA or State regulation for isolated waters or streambeds. Therefore, the proposed Project will not have any direct or indirect impact on federally protected waters.

- d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?*

Less than Significant Impact with Mitigation. There is a potential for birds to utilize the Peruvian pepper trees and non-native shrubs within the Project area. Therefore, the Project site does contain a small amount of nesting habitat for avian species. Since several common bird species were observed within the Project area during the survey and that Project development may occur during the breeding/nesting season, the following mitigation shall be implemented to reduce Project's level of impact to less than significant.

BIO-1 Ground-disturbing and vegetation removal activities will be conducted outside of the nesting bird season (February 1 through August 31). If these activities must occur during the nesting season, a nesting bird survey should be conducted within 7 days prior to any ground disturbing activities to determine if any nesting birds occur within the project site. If nesting birds are not found within the project site, no further action is required. If nesting birds are observed on site, no construction activity shall occur within 250 feet (500 feet for raptors) of any active nests. Construction activity may only occur within 250 feet of an active nest at the discretion of a biological monitor or the biologist determines that the young have fledged. Construction activity may occur within the buffer area at the discretion of the biological monitor. A barrier (fence) will be installed if it is determined to be necessary by the biological monitor.

e) *Conflict with any local applicable policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?*

Less than Significant Impact. As indicated in the HA conducted on the Project site (Appendix B), the proposed Project site is not located within an area the MSHCP that contains applicable policies or ordinances pertaining to the protection of biological resources. The potential removal of trees and shrubs from the northeast section of the project area will be done in accordance with the City of Riverside Municipal Code (Chapter 15.04). Any street trees within the project area will not be impacted and will not require mitigation or approval under the City of Riverside Urban Forestry Policy. Therefore, there would be no impact as a result of the Project.

f) *Conflict with the provisions of an adopted Habitat Conservation Plan (HCP), Natural Community Conservation Plan (NCCP), or other approved local, regional, or state HCP?*

No Impact. The HA indicates that the proposed Project site is not within an Multiple Species Habitat Conservation Plan (MSHCP) Narrow Endemic Plant Species (NEPS) or within a Criteria Area Species (CAS) Survey area and is not within an MSHCP Criteria Cell. The MSHCP also establishes habitat assessment requirements for certain species of plants, birds, mammals, and amphibians. The proposed Project is not located within or near a required habitat assessment area; therefore, no additional surveys or a habitat assessment is required. There will be no impacts to any MSHCP listed species by the project. Therefore, there are no impacts as a result of the Project.

3.5 - Cultural Resources

For specific information, refer to the proposed Project's cultural resource evaluation (Appendix B), which was prepared by MBA staff and is dated April 20, 2010: *Cultural Resource Survey for the Casa Blanca Power Project. City of Riverside, California.*

Would the Project:

- a) *Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?*

Less than Significant Impact. The existing substation is a “step-down” electrical transmission substation that was built around 1952. A historical significance evaluation of the existing substation, detailed in Appendix C, showed that this facility is not eligible for listing on any State or local cultural resource and/or historic landmarks list and therefore is not considered a historic resource following criteria under §15064.5(3)(a) and Title 20 of the City of Riverside Municipal Code.

The two parcels (APN 230-245-001 and 003) within the Project area that are located adjacent to the existing substation also exhibit structures that were built more than 45 years ago. These structures were also evaluated for significance. Research showed that these too are not eligible for listing on any state or local cultural resource and/or historic landmarks list and therefore is not considered a historic resource following criteria under §15064.5(3)(a) and Title 20 of the City of Riverside Municipal Code. In addition, there are no known listed historical resources within view of the project site that might be adversely affected by construction of the new station, or, the proposed electrical service routes. Therefore, the proposed Project’s impact to historical resources is considered less than significant.

- b) *Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?*

Less than Significant Impact. No prehistoric archaeological resources were observed in the existing substation parcel (APN 230-245-002) and adjacent parcels (APN 230-245-001 and 003). These are nearly completely covered with artificial surfaces. No prehistoric resources have been recorded nearby and none have even been located on the proposed electrical service routes. It is not anticipated that excavation into the subsurface will expose significant archaeological resources because excavation will cut into soils that are highly likely to have been previously disturbed by development. No prehistoric resources are known for the off-site sections of the proposed Project. Therefore, the proposed Project’s impact to archaeological resources is considered less than significant.

There is always the possibility that ground-disturbing activities during construction will uncover previously unknown, buried cultural resources. In the event that buried resources are discovered during construction, operations shall stop in the immediate vicinity of the find and a qualified archaeologist shall be consulted to determine whether the resource will require further study. The qualified archeologist shall make recommendations to the City of Riverside on the measures that

shall be implemented to protect the discovered resources, including but not limited to excavation of the finds and evaluation of the finds in accordance with § 15064.5 of the CEQA Guidelines.

Therefore, implementation of above standard criteria in the case of accidental discovery of buried archaeological resources will reduce Project impacts to less than significant.

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

No Impact. As part of the cultural resource study contained in Appendix C, MBA staff reviewed paleontological data illustrated on the Riverside County Land Information System (RCLIS) website, and certain local geological maps. This research showed that the entirety of the proposed Project site is located in a part of the City that is believed by the County of Riverside to have high potential sensitivity for paleontological resources. Review of geological maps published by the USGS (*Riverside West, CA 7.5' USGS*) shows that the project area rests on potentially fossiliferous Pleistocene old alluvial fan deposits overlain with a veneer of non-fossiliferous Holocene deposits that are typically 2-3 meters deep.

It is possible that the buried Pleistocene sediments will exhibit a lithology conducive to fossil resources, but this generally occurs at depths below the modern ground surface that are greater than the 10 feet maximum depth the proposed Project will likely reach. Therefore, there is no potential for impacts to unique paleontological resources during construction.

- d) *Disturb any human remains, including those interred outside of formal cemeteries?*

Less than Significant Impact. There is little chance that human remains will be encountered during construction-related earthmoving. Records indicate that no human remains have ever been found on or near the project site, and that the chance that human remains could be encountered during grading is extremely low due to heavy disturbance. Therefore, a plan to mitigate for potential impacts to human remains during construction is not required.

However, there is always the possibility that ground-disturbing activities during construction may uncover previously unknown buried human remains. In the event of an accidental discovery or recognition of any human remains, California State Health and Safety Code § 7050.5 dictates that no further disturbance shall occur until the County Coroner has made the necessary findings as to origin and disposition pursuant to CEQA regulations and PRC § 5097.98.

Therefore, implementation of above standard criteria in the case of accidental discovery of human remains will reduce Project impacts to less than significant.

3.6 - Geology and Soils

Would the Project:

a) *Expose people or structures to 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? Refer to Division of Mines and Geology Special Publication 42.*

Less than Significant Impact. As indicated in Figure PS-1 of the City of Riverside General Plan 2025 (GP 2025) and the Riverside County Land Information System interactive map (RCIP 2009), there are no Alquist-Priolo Earthquake Fault Zones within the City of Riverside or its Sphere of Influence. In addition, the proposed Project site is not located within a half mile of a known fault. The nearest fault is the Elsinore Fault zone, which is located approximately 9.0 miles southwest of the proposed Project site. Therefore, potential impacts from the rupture of a known earthquake fault are less than significant.

ii) *Strong seismic ground shaking?*

Less than Significant Impact. The proposed Project site is located within the City of Riverside, in southern California, a seismically active region that has experienced large earthquakes in the past. According to Figure PS-1 of the City of Riverside General Plan 2025 (GP 2025), the Project site is not located within a fault zone or within a half mile of a known fault as discussed above in 3.6(a)(i). Therefore, potential impacts from strong seismic ground shaking are less than significant.

iii) *Seismic-related ground failure, including liquefaction?*

Less than Significant Impact. Liquefaction may occur when loose, unconsolidated, saturated, sandy soils are subject to ground vibrations during a seismic event. It is caused by the strong vibrations of an earthquake, especially in certain types of soils and low depth groundwater tables. Soils that increase the chance of liquefaction at the ground surface include loose to medium density granular soils that are saturated near the ground surface.

According to Figure PS-2 of the City of Riverside General Plan 2025 (GP 2025), the entirety of the proposed Project site is located within a low-potential liquefaction area. Therefore, the likelihood of impacts associated with liquefaction is minimal. Further, the design of the substation will comply with all applicable and current California Building Code (CBC)

requirements adopted by the City of Riverside. Thus, there will be a less than significant impact as a result of the proposed Project development.

iv) Landslides?

No Impact. As indicated in the Exhibit 2 and per the site visit conducted on April 6, 2010, there are no slopes on the site that would generate a landslide. All construction activities will occur on a slight north trending grade to flat topographic landscape. Therefore, there are no potential impacts from landslides.

b) Result in substantial soil erosion or the loss of topsoil?

Less than Significant. Strong winds (typically in association with Santa Ana winds) or seasonal rainstorm events could erode exposed areas of the proposed Project during grading activities. To reduce this potential impact to less than significant, the project Proponent must adhere to all local regulatory guidelines associated with PM₁₀ and PM_{2.5} dust suppression. City regulations also require the Proponent to submit to the City's Public Works Director for review and approval, a Drainage Plan identifying methods (BMPs) of controlling runoff from the proposed Project area. Once the Drainage Plan is submitted, impacts resulting in substantial soil erosion or loss of top soil during and after construction would therefore be considered less than significant.

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?

Less than Significant Impact. The proposed Project is located within a low liquefaction area as discussed above in 3.6(a)(iii), and the proposed Project is not located at or near to a major fault rupture zone. Furthermore, all grading and construction activities would occur within the Project's flat, gently sloping terrain and not along adjacent hillsides conducive to increased soil and geologic unit instability. Of the new structures that are proposed for the Project (i.e., the new substation), a compaction report would be required by the City's Public Works Department prior to construction to ensure structural stability. Therefore, proposed Project impacts with regard to unstable soils and geologic units are considered less than significant.

d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (UBC 1994), creating substantial risks to life or property?

Less than Significant Impact. The Project site is not in an area associated with expansive soil, and it will not create substantial risks to life or property associated with such soil types. As found in Figure PS-3 of the City of Riverside General Plan 2025 (GP 2025), the entirety of the proposed Project is not located within an area that exhibits soils having high shrink-swell potential. Therefore, Project impacts in this regard are considered less than significant.

- e) *Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?*

No Impact. The proposed Project will be connected to the existing City sewer system. Therefore, soil suitability for septic tanks or alternative wastewater disposal systems is not applicable in this case, and the proposed Project would have no associated impacts.

3.7 - Greenhouse Gas Emissions

Would the Project:

- a) *Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?*

Less than Significant Impact. The construction and operation of the Project would generate small amounts of greenhouse gases. An inventory of greenhouse gas emissions generated by the Project is presented below. Greenhouse gas emissions from construction were estimated using emission rates developed by the SCAQMD and the type and intensity of construction activities, as discussed previously. Table 3.7-1 summarizes the carbon dioxide construction emissions for the Project. Table 3.7-1 summarizes the carbon dioxide construction emissions for the Project. Note that emissions of nitrous oxide and methane are negligible.

Table 3.7-1: Construction Greenhouse Gas Emissions

Construction Activity	Carbon Dioxide Emissions (tons)	Emissions (MTCO ₂ e)
Demolition	7	7
Grading	10	10
Trenching/Underground Utilities	34	31
Infrastructure Construction	291	264
Aggregate Paving	27	26
Total	369	338
Notes: MTCO ₂ e = metric tons of carbon dioxide equivalent, converted from tons by multiplying by 0.9072 and the global warming potential of 1.		

Operational or long-term emissions occur over the life of the project. Typically, emissions from mobile sources associated with the operation of a project form the one of the largest sources of greenhouse gas emissions. However, since the Project represents an expansion of an existing facility with no new vehicle trips expected to be generated, greenhouse gas emissions from Project’s operational emission sources are effectively zero. The only new greenhouse gas emissions to be generated during operation of the Project result from the potential leakage of sulfur hexafluoride gas

from the operation of the up-to-six circuit breakers. Sulfur hexafluoride is an inorganic, odorless, colorless, and nontoxic, nonflammable gas. This gas is manmade and used for insulation in electric power transmission equipment, Sulfur hexafluoride also has one of the largest global warming potentials of any greenhouse gas¹. Information provided by the Public Utilities Department indicates that, depending on the manufacturer of the circuit breakers, the maximum capacity of each breaker is 33 pounds of sulfur hexafluoride gas. The manufacturers of the circuit breakers warrant a gas leak rate of less than 1 percent per year. Assuming that six breakers are in operation at 33 pounds per breaker, the total amount of sulfur hexafluoride in operation is 198 pounds. Assuming further, a leak rate of 1 per cent per year, the sulfur hexafluoride leakage rate amounts to 1.98 pounds per year from the operation of the Project. This amount of sulfur hexafluoride leakage is equivalent to approximately 21 metric tons per year of CO₂e.

The SCAQMD recommends amortizing the construction emissions over a 30-year time period. Thus, the total greenhouse gas emissions from both construction and operation are approximately 32 metric tons per year of CO₂e.

The estimated annual construction and operational greenhouse emissions are shown in Table 3.7-2.

Table 3.7-2: Annual Greenhouse Gas Emissions

Activity	Emissions (MTCO ₂ e)
Construction ⁽¹⁾	11
Operation	21
Total	32
Notes: (1) Construction emissions amortized over a 30-year time period following SCAQMD assumptions MTCO ₂ e = metric tons of carbon dioxide equivalent.	

It is notable that the Project would generate substantially fewer emissions than the 25,000 MTCO₂e per year required for mandatory reporting to the CARB, the 10,000 MTCO₂e per year limit under the Assembly Bill 32 cap and trade program, and the 10,000 MTCO₂e per year threshold used by SCAQMD for stationary sources where the SCAQMD is the Lead Agency.

Thus, the Project would not generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment

¹ Global warming potential (GWP) is a measure of how much a given mass of greenhouse gas is estimated to contribute to global warming. It is a relative scale which compares the gas in question to that of the same mass of carbon dioxide (whose GWP is by convention equal to 1). The GWP of sulfur hexafluoride is 23,900 meaning that on a per mass basis, sulfur hexafluoride is 23,900 times as causing a radiative warming effect than carbon dioxide.

- b) *Would the project conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?*

Less than Significant Impact. The City of Riverside, County of Riverside, or the SCAQMD have not developed an applicable plan, policy, or regulations to reduce emissions of greenhouse gases. Regardless, because of the minor nature the Project, resulting greenhouse gas emissions would be generated at a level that would not significantly contribute to climate change and would not interfere with the State's ability to meet the goals of AB32.

Thus, the Project would not conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases.

3.8 - Hazards and Hazardous Materials

Would the Project:

- a) *Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?*

Less Than Significant Impact. The proposed Project involves the development of a new electrical substation and replaces a much older electrical substation. Demolition of the old unit and construction of the new will potentially involve the transport, use, or disposal of hazardous materials that are located inside certain components of the substations and for use as building materials, but demolition and construction is a short term-temporary event that is not considered routine. A Phase I Environmental Site Assessment dated, May 14, 2010 (Appendix D) was prepared for the Project site and concluded that there are no Recognized Environmental Concerns (REC's). The report did conclude that since structures onsite were constructed prior to 1976, there may be a potential for asbestos-contained building materials and lead-based paint. It was recommended that interior surfaces be tested prior to demolition of structures. All City, State, and fire department safety codes and regulations will be followed that regulate the transportation, use, and storage of these materials during construction-related activities. Therefore, there would be less than a significant impact in the form of a hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials as a result of proposed Project development.

- b) *Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?*

Less than Significant Impact. The proposed Project involves the development of a new electrical substation that does have components that exhibit certain hazardous materials inside them. It is also anticipated that construction will involve the use of materials such as asphalt and concrete for the proposed lot, driveways, walkways and infill for the conduit trenches. All City,

State, and fire department safety codes and regulations will be followed that regulate the transportation, use, and storage of these materials during construction-related activities. Operation of the substation will not result in a substantial yearly release of hazardous materials (see Section 3.7a, b). Therefore, there will be a less than significant impact as a result of the proposed Project development.

- c) *Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?*

Less Than Significant Impact: There is one private preschool within a quarter mile of the proposed substation site, but this is located on the north side of the existing railroad tracks away from the proposed improvements associated with the Project. Certain construction elements of the project will involve development of new electrical transmission lines and undergrounded facilities, and it is the development of these elements of the project will pass within a quarter mile of a school. Another school site is the Madison Elementary School, which is 0.51 miles north-northwest of the proposed substation site. It is not anticipated that the operation of the substation and the use of the new power lines will result in the emission of hazardous materials, substances, or waste. Therefore, there will be a less than significant impact as a result of proposed Project development. See also Section 3.8(b).

- d) *Be located on a site which is included on a list of hazardous materials lists compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?*

Less Than Significant Impact: According to data obtained from the California Department of Toxic Substances Control Envirostor Database (CDTSC 2007), the Project site is not included on the list of hazardous materials sites compiled in accordance to Government Code Section 65962.5. Therefore, there will be a less than significant impact as a result of Project development. The site has been included on the EPA Emergency Response Notification System List; however, actions were taken to remediate on April 17, 1991. The current case status of the site is Fixed Facility. Furthermore, the incident did not affect groundwater. A Phase I Environmental Site Assessment (ESA) dated May 14, 2010, was conducted for the three parcels (see Appendix D). The Phase I ESA concluded that a Phase II ESA was not recommended. However, the Phase I did recommend clean up of the refuge noted on the subject site. Therefore, there will be a less than significant impact as a result of Project development.

- e) *For a Project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the Project result in a safety hazard for people residing or working in the Project area?*

Less Than Significant Impact. The Project site is located within the Riverside County Airport Land Use Plan. The nearest airport is Riverside Municipal Airport, which is located approximately 2.3 miles northwest of the proposed Project area. The Riverside County Airport Land Use Compatibility Plan, Compatibility Map (Map RI-1), March 2001 shows the Project site within Zone E. The Basic Compatibility Criteria Table 2A states there are no limits for residential dwelling units and no limits for the number of people per acre in Zone E. Furthermore, the Project cannot exceed 100 feet in height or include the construction of a stadium or amphitheater. People will usually be on site for maintenance only, and they will not be onsite permanently or long-term. The proposed Project will be similar in height to the existing facility, which is well under the 100 foot height limit. Thus, the Project is consistent with the Basic Compatibility Criteria; therefore, the impact will be less than significant as a result of the Proposed Project.

- f) *For a Project within the vicinity of a private airstrip, would the Project would the Project result in a safety hazard for people residing or working the Project area?*

No Impact. The Project is not within the vicinity of a private airstrip, and would not result in a safety hazard for people residing or working in the area. Therefore, there will be no impacts as a result of proposed Project development.

- g) *Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?*

Less than Significant Impact: Development of the proposed Project is not anticipated to interfere with an adopted emergency response plan. The Project is a utility development that would not result in permanent increased circulation on local streets adjacent to or near the proposed Project. Therefore, there will be a less than significant impact as a result of proposed Project development.

- h) *Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?*

Less Than Significant Impact: According to Figure PS-7 of the City of Riverside General Plan 2025 (GP 2025), the proposed Project is not located within a high fire hazard area and the proposed Project is located about five miles north of a Moderately High fire hazard rated area. Therefore, impacts as a result of the proposed Project development will be less than significant.

3.9 - Hydrology and Water Quality

Would the Project:

- a) *Violate any water quality standards or waste discharge requirements?*

Less than Significant Impact. The proposed Project will result in incremental short-term and long-term impacts from storm water runoff. Short-term impacts will occur during construction and grading activities, which will disturb surface soils as well as remove a small amount of weedy vegetative cover. This may expose the soil to possible erosion and sedimentation deposition along Evans Street adjacent to the proposed substation site. However, the Project includes temporary storm water BMP's including, but limited to, a temporary construction entrance, temporary silt fence, straw waddles, temporary drainage inlet protection, temporary concrete washouts, street sweeping along Evans Street during demolition and construction, and refilling of trenches during construction in street rights-of-way.

Long-term impacts from the Project would include surface runoff from storm related events. Therefore, as a standard design feature and compliance with existing regulations, the City of Riverside will prepare and implement a WQMP, a Municipal Separate Storm Sewer System (MS4) and a NPDES that will control and reduce polluted urban runoff (i.e. proposed substation lot) from the proposed substation Project. WQMP's are required to provide specific (BMPs) that are designed to reduce urban runoff pollution. Additionally, the City's designated contractors will be required to develop and implement a construction SWPPP to the satisfaction of the City Engineer and the RWQCB. The SWPPP would include BMP's intended to reduce erosion, sedimentation, and non-permitted discharges of materials during construction. Since the proposed Project will then be in conformance with all water quality and water discharge standards, impacts from the proposed Project will be less than significant.

- b) *Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?*

No Impact. The proposed Project is not anticipated to interfere with or alter groundwater levels. Therefore, Project impacts with regard to groundwater depletion and supply would have no impact.

- c) *Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner, which would result in substantial erosion or siltation on- or off-site?*

Less than Significant Impact. The proposed Project will alter on-site drainage in that it will remove and replace existing buildings and site improvements for the new substation. The proposed stormwater design (upon review and approval by the City's Public Works Department) would conform to existing drainage patterns. Storm drain facilities would be included in the design of the drainage plans in order to adequately convey stormwater off of the substation Project site to prevent flooding, puddling, erosion and siltation. Furthermore, there are no streams or rivers within the proposed substation Project area that would be affected from Project development. Construction efforts on City streets will result in refilling of any trenches so as to restore the initial integrity of the street right-of-way itself. Therefore, proposed Project impacts with regard to altering existing drainage patterns would be considered less than significant.

- d) *Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner, which would result in flooding on- or off-site?*

Less than Significant Impact. As discussed above, the proposed Project is not expected to modify on-site drainage patterns at the substation site and would conform to existing drainage patterns unless drainage patterns are proven dysfunctional as a result of Project development. Therefore, proposed Project impacts with regard to altering existing drainage patterns as is related to flooding would be considered less than significant.

- e) *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?*

Less than Significant Impact. As discussed in Section 3.9 (c) above, the Project's proposed runoff facilities (upon review and approval by the City's Public Works Department) would be included in the design of drainage plans in order to adequately convey stormwater off of the proposed Project site without exceeding the conveyance capacity of existing or planned stormwater drainage systems within the proposed Project area. Therefore, proposed Project impacts with regard to exceeding storm drainage capacity would be considered less than significant.

- f) *Otherwise substantially degrade water quality?*

Less than Significant Impact. As discussed in Section 3.9 (a) above, the proposed Project design as well as preparation of a NPDES permit, a WQMP and implementation of the SWPPP during construction of the Project will result in a less than significant impact to degradation of water quality.

- g) *Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?*

No Impact. The proposed Project is not located within a 100-year flood hazard area (FEMA, 2009). The Project involves the construction of a new electrical substation and overhead/underground electrical transmission lines with no residential housing proposed. Therefore, there will be no impact.

- h) *Place within a 100-year flood hazard area structures, which would impede or redirect flood flows?*

No Impact. The proposed Project is not within a 100-year flood zone and does not propose to construct residential dwelling units or flow-obstructing structures within the proposed substation site. No structures that will redirect flows will be built in project areas outside the substation site. Therefore, there would be no impact as a result of proposed Project development.

- i) *Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?*

Less than Significant Impact. The Project is not within a 100-year flood zone and is not located downstream or adjacent to a dam or levee impounding water. Furthermore, methods of stormwater retention incorporated into Project site drainage, as discussed in Section 3.8(d), would avoid exposure of people and structures to the risk of flooding. Therefore, no impact with regard to exposure to flooding would occur.

- j) *Inundation by seiche, tsunami, or mudflow?*

No Impact. The proposed Project is not located near any large body of water that is capable of producing a seiche or tsunami and is not located in an area where mudflows would occur. Therefore, no impacts are expected regarding exposure of people or structures to inundation by seiche, tsunami, or mudflow.

3.10 - Land Use and Planning

Would the Project:

- a) *Physically divide an established community?*

No Impact. The Project would not divide an established community. The substation Project area encompasses land that currently exhibits two small commercial buildings and an existing electrical substation. In addition, all proposed off-site improvements are located within existing rights-of-way. Residential communities exist to the south, southwest, northeast, and east.

Railroad tracks exist to the north. Therefore, the proposed Project would not physically divide an established community.

- b) *Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the Project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?*

Less Than Significant Impact. According to the City of Riverside General Plan 2025 (GP 2025), the substation Project site and adjoining parcels land use designation is Medium Density Residential (MDR) (Figure LU-10 of the GP 2025) and is zoned for R-1 (one unit per 7000 sq. ft.). The site is currently developed with an existing substation. The proposed Project will upgrade this existing substation, and thus will not alter the existing land use. Therefore, the Project will have less than significant impacts.

- c) *Conflict with any applicable habitat conservation plan or natural community conservation plan?*

Less than Significant Impact. The proposed Project site is not within an MSHCP NEPS or within a CAS survey area and is not within an MSHCP Criteria Cell (refer to Appendix B for additional information regarding the Western Riverside County MSHCP). Therefore, there would be less than significant impact to any conservation plan.

3.11 - Mineral Resources

Would the Project:

- a) *Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?*

No Impact. According to the Mineral Land Classification of the Greater Los Angeles Area (California Department of Conservation Division of Mines and Geology), the proposed Project is within the Riverside – West Quadrangle of the Orange County – Temescal Valley P-C Region and is not within a designated mineral resource zone. Additionally, none of the areas bordering the site is located in a MRZ-2 area. Therefore, the proposed Project would not result in the loss of mineral resources that would be of value to the region or State and there will be no impacts to the loss of availability of a mineral resource of statewide importance.

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

No Impact. The proposed Project is not located in the vicinity of an important mineral resource recovery site, and would not result in the loss of availability of an important mineral resource. Therefore, there would be no impact.

3.12 - Noise

As part of the City of Riverside General Plan 2025, local Noise-related (Title 7) compliance and planning have been reviewed and modernized (Title 7). The project area is currently zoned Residential, and lies directly adjacent to the BNSF railroad tracks. The Noise Element in the General Plan recognizes that ambient noise levels (Community Noise Equivalent levels or CNEL) in areas adjacent to the railroad tracks are naturally high, and new construction in areas with high ambient noise levels are generally discouraged (Figure N-10). Because the substation section of the proposed Project is located in an area with naturally CNEL, the ambient noise level of the operating substation should be reduced to a point where the CNEL of the general vicinity is not increased to a point where any operating threshold is violated.

According to Riverside Public Utilities, there is no Operational Noise dB rating for the proposed Project substation. Most of the constant source of noise will be from the 69/12 kV transformers and some from station lighting. Intermittent noise will be from 69 kV circuit breakers. The level of noise generated by the 69/12 kV transformers is anticipated to be about 60 dB, and is probably less than the existing substation transformer models because the equipment will be brand new. For point sources such as transformers, the dB level is reduced by distance and topography. Since the substation will be surrounded by a block wall, a reduction in noise from the station is anticipated.

Would the Project:

- a) *Exposure of persons to or generation of noise levels in excess of standards established in any applicable plan or noise ordinance, or applicable standards of other agencies?*

Less than Significant Impact with Mitigation. The proposed Project is located within the City of Riverside. The City's Municipal Code (Section 7.25.010) establishes standards to control noise within the City. The most stringent noise standards are associated with sensitive receptors, which are land uses that contain persons who are sensitive to increases in ambient noise levels. Examples of sensitive receptors include hospitals, schools, convalescent facilities, and residential areas. Currently, residential homes and small businesses are located directly adjacent to the proposed Project along the southwest side of Evans Street.

The City of Riverside Municipal Code limits "normally acceptable" exterior noise levels for residential uses to 45 decibels (dBA) during night (10 p.m. to 7 a.m.) and 55 dBA during day (7

a.m. to 10 p.m.). Noise levels over 45 dBA during night or 55 dBA during daytime hours are considered “normally unacceptable”. Section 7.35.020(f) of the Riverside Municipal Code exempts Public Health, Welfare and Safety activities that are associated with construction maintenance and repair operations conducted by public agencies and/or utility companies or their contractors which are deemed necessary to serve the best interests of the public including but not limited too restoring electrical service.

During construction of the Project, ambient noise levels may increase temporarily. Noise impacts from construction activities associated with the proposed Project would be a function of the noise generated by demolition and construction equipment, the equipment temporary locations, cutting and excavation tools needed to build conduits in street rights-of-way, installation of new electrical lines, sensitivity of nearby land uses, and the timing and duration of the construction activities. However, according to Title 7.35.010 (General Noise Regulations), temporary construction activities are allowed provided they do not take place between the hours of 7:00 p.m. and 7:00 a.m. on weekdays, between 5 p.m. on Fridays and 8 a.m. on Saturdays, after 5 pm on Saturdays or at any time on Sunday or federal holidays. As noted above, Section 7.35.020(f) may exempt the project from this noise restriction. By adhering to the above listed limitations on working hours, which are standard conditions for typical projects in the City, the proposed Project would avoid creating offensive noise during nighttime hours and/or when noise standards are more stringent.

Nevertheless, even with restrictions on operating hours, it could be possible to exceed exterior noise standards during typical construction activities. To ensure that all feasible measures are taken to mitigate temporary construction noise activity, the following measures shall be required for all construction phases of the Project.

Mitigation Measures:

- NOI-1:** During Project construction, all stationary and mobile construction equipment shall be equipped with properly operating and maintained mufflers.

- NOI-2:** During Project construction, the Project proponent shall locate staging areas as far as practical from existing residential dwellings and other noise sensitive land uses.

These mitigation measures will ensure that the noise exposure of adjacent residential neighborhoods does not exceed established limits. After construction is completed, normal operation of the proposed electrical substation would not cause regular noise exposure problems. Consequently, with mitigation incorporated, impacts to persons or generation of noise levels in excess of standards will be less than significant.

- b) *Exposure of persons to, or generation of, excessive ground borne vibration or ground borne noise levels?*

Less than Significant Impact. Construction methods such as grading, excavation, trenching, and compaction of the substrate soils could cause some ground borne vibration. However, these activities would be temporary and relatively mild. The limited construction hours and the limited duration of proposed Project construction would keep adverse impacts at less than significant levels.

- c) *A substantial permanent increase in ambient noise levels in the Project vicinity above levels existing without the Project?*

Less than Significant Impact. CNEL measurements are a weighted average of sound levels gathered throughout a 24-hour period. CNEL is used to establish ambient noise thresholds within communities. The proposed Project substation is located directly adjacent to residences and is located on land zoned for residential. According to data found in the City's General Plan 2025, the acceptable threshold for noise in a residential area is no more than 45 CNEL at night and 55 CNEL in the daytime. However, the proposed substation portion of the Project is located next to the BNSF tracks and is allowed a threshold of 70 CNEL (Figure N-7 of the City's General Plan 2025). It is anticipated that normal operation of the proposed Project electrical substation would not create noise exposure problems exceeding 70 CNEL to the residents that are located nearby and because the equipment is much newer and quieter, the upgraded substation will actually operate at lower noise levels than the existing substation. The substation will be built and surrounded by a six-foot or higher block wall, which will further reduce ambient noise levels. Therefore, the impacts to ambient noise levels will be less than significant.

- d) *A substantial temporary or periodic increase in ambient noise levels in the Project vicinity above levels existing without the Project?*

Less than Significant Impact. Following Section 3.12 (c), the proposed Project would not create a substantial temporary or periodic increase in ambient noise levels in the Project vicinity. As noted in Section 3.12(a) above development of the proposed Project, in compliance with the City's Municipal Code, would limit temporary construction noise. Although there will be increase in stepped-down power generated by the station, the station will replace a much older station with new equipment. A chain-link fence surrounds the existing station: this will be replaced by a block wall, which will allow for further reductions in transformer noise levels to sensitive receptors. In addition, mitigation implemented from 3.12a would reduce Project impacts to a level of less than significant.

- 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 expose people residing or working in the Project area to excessive noise levels?*

No Impact. The proposed Project is located within the Riverside County Airport Land Use Plan. According to the Riverside County Airport Land Use Plan Background Data for the Riverside Municipal Airport, 2005, the project site is located outside of any noise contours. Therefore, the proposed Project will have no impact.

- f) *For a Project within the vicinity of a private airstrip, would the Project expose people residing or working in the Project area to excessive noise levels?*

No Impact. There are no private airports or helipads in the vicinity of the proposed Project. Therefore, the proposed Project will have no impact in this regard.

3.13 - Population and Housing

Would the Project:

- a) *Induce substantial 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)?*

Less Than Significant Impact. The proposed Project does not involve the direct creation of new homes or businesses, which would induce substantial population growth. The proposed Project does involve the construction of a new electrical substation that would increase power capacity to serve the needs of the nearby residents and businesses once constructed and in the future. The project region however, is fully urbanized in the surrounding area. Construction of the project will serve anticipated population growth and anticipated energy usage increases but not directly or indirectly induce local population growth. Therefore, the proposed Project will have less than a significant impact.

- b) *Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?*

No Impact. The proposed Project consists of land that has an existing substation on it, plus adjacent parcels that currently exhibit two small businesses. Development of the Project will not involve the displacement of existing housing. Existing residences adjacent to the Project are not included, nor would be directly impacted as a result of Project site development. Therefore, there would be no impact as a result of the Project.

- c) *Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?*

No Impact. Since the Project does not occupy areas of existing housing, there would be no necessity for the construction of replacement housing. Therefore, there would be no impact as a result of the Project.

3.14 - Public Services

Would the Project 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:

- a) *Fire Protection?*

Less than Significant Impact. Fire protection for the Project site is provided by the City of Riverside Fire Department. Fire Station No 10 is located approximately 0.81 mile south of the Project site at 2590 Jefferson Street. As shown in the site location Exhibits and site plan map (Exhibits 3 and 4), the Project does not propose to add additional parking of any kind. There is adequate room within the site and along Evans Street for City vehicles to park. Access to the station would be from Evans Street alone. The proposed Project will upgrade the existing substation and will not alter the existing land uses. Therefore, Project impacts with regard to fire protection services would be considered less than significant.

- b) *Police Protection?*

Less than Significant Impact. The City of Riverside Police Department provides police protection services for the proposed Project area. Since the proposed Project will not add any residences or businesses, police service ratios will not be affected. Furthermore, all temporary or special permits applied for in utilizing the Project substation area and the peripheral project sites would be reviewed and conditioned by City's Police Department in conjunction with the City's Public Works Department for input in order to ensure proper police protection services during construction. Therefore, Project impacts with regard to police protection services would be considered less than significant.

- C *Schools?*

No Impact. The proposed Project area is within the Riverside Unified School District (RUSD). The Project will not add any residences or businesses that would increase population or students

in the area, and that no schools would be negatively affected by the Project. Therefore, there would be no impacts as a result of Project development.

d) *Parks?*

No Impact. Since the proposed Project is associated with the development of a new electrical substation, the development will not add population to the City of Riverside and will therefore not negatively affect existing park usage. Therefore, there would be no impacts as a result of Project development.

e) *Other public facilities?*

No Impact. No other public facilities are foreseen that would be impacted by the proposed Project. Therefore, there would be no impacts as a result of Project development.

3.15 - Recreation

Would the Project:

a) *Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?*

No Impact. The proposed Project would not increase the use of existing neighborhood or regional parks. Therefore, there would be no impacts as a result of Project development.

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

No Impact. The proposed Project would not increase the use of existing recreational facilities nor require expansion of existing recreational facilities. Therefore, there would be no impacts as a result of Project development.

3.16 - Transportation/Traffic

Would the Project:

a) *Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit*

Less Than Significant. The only traffic associated with the Project would be City employees conducting routine site visits. It is anticipated that there will only be one trip per week since the Project is an automated facility. Since the proposed Project is designed to be automated, it will not require fulfillment of alternative transportation plans and policies. The Project will create a marginal increase in traffic due to the ingress and egress of construction related traffic. However, construction related traffic will be short-term in nature. In addition, the Project will be consistent with the City of Riverside Municipal Code Title 10 (Vehicles and Traffic). Consistency with the City of Riverside Municipal Code Title 10 will reduce short-term construction related traffic to a level of less than significant. Therefore, there would be less than significant impacts with an applicable plan, ordinance or policy as a result of Project development.

b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?

No Impact. Refer to above Section 3.16(a)

c) *Result in change in air traffic patterns, including either an increase in air traffic levels or a change in location that results in substantial safety risks?*

No Impact. The nearest airport is Riverside Municipal Airport, which is located approximately 1.5 miles northwest of the Project site. The new substation will not be constructed such that it is any taller than the existing substation. No new electric poles will be constructed that will be any taller than those that already exist. Although the Project is located less than two miles of the Riverside Municipal Airport, the proposed substation and off-site developments will not impact air traffic patterns. Therefore, no impacts are anticipated as a result of Project development.

d) *Substantially increase hazards due to a design feature (e.g. sharp curves or dangerous intersections) or incompatible uses (e.g. farm equipment)?*

No Impact. The proposed Project site does not involve the construction of roadways, nor would permanently interfere with existing adjacent roadways. The Project is that of a compatible use to benefit the surrounding community (Casa Blanca) district of the City of Riverside. Therefore, there would be no impact.

e) *Result in inadequate emergency access?*

Less than Significant Impact. Access is provided off of Evans Street. There are no changes proposed with the existing access. Thus, the proposed Project will not result in inadequate emergency access. See Section 3.14 (a and b).

- f) *Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance safety of such facilities?*

No Impact. The proposed Project is designed to be automated and will not require fulfillment of alternative transportation plans and policies. Portions of the project that lie in City street rights-of-ways will not conflict with any local alternative transportation plan. Therefore, there will be no impact as a result of Project development.

3.17 - Utilities and Service Systems

Would the Project:

- a) *Exceed wastewater treatment requirements of the applicable RWQCB?*

Less than Significant Impact. The proposed Project does not propose the installation of public restrooms. Any wastewater created from the Project (i.e., storm water runoff) would be addressed in the Project's preparation of a WQMP to be reviewed and conditioned by the City of Riverside's Public Works Department in order assure the Project's compliance with local and regional storm drain requirements. Therefore, Project impacts in exceeding wastewater treatment requirements would be reduced to less than significant.

- b) *Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?*

No Impact. Since the proposed Project is a non-residential development and will not generate considerable amounts of wastewater (i.e., absence of restroom facilities), the Project will not require the construction of a new wastewater treatment facility. Therefore, there would be no impact.

- c) *Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental impacts?*

Less than Significant Impact. The proposed Project would not require the construction of a new stormwater drainage facility. The proposed substation will be placed on a concrete pad with a few additional new concrete pads and drives, and all existing concrete foundations in the parcel adjoining the existing substation will be removed. Therefore, storm flow runoff would be minimal and likely less than current levels and accommodated by existing storm drainage infrastructure (i.e., drains) along Evans Street.

- d) *Have sufficient water supplies available to serve the Project from existing entitlements and resources, or are new or expanded entitlements needed?*

No Impact. The proposed Project consists of the development of a replacement electrical substation and new electrical lines for power poles, conduits and lines, which once completed will have little to no water use requirements. An existing business to the northwest and one to the southeast of the substation will also be removed. Therefore, the Project's impact on sufficient and available water supplies would result in a net decrease in water use and would therefore have no impact.

- e) *Result in a determination by the wastewater treatment provider, which serves or may serve the Project that it has adequate capacity to serve?*

Less than Significant Impact. The proposed Project would not exceed the wastewater treatment provider's ability to adequately provide service to the Project. Therefore, there would be a less than significant impact.

- f) *Be served by a landfill with sufficient permitted capacity to accommodate the Project's solid waste disposal needs?*

Less than Significant Impact. Waste would be generated by demolition and not by use of the proposed Project. According to the City of Riverside General Plan 2025 Final Program EIR (FEIR 2007) "all non-hazardous solid waste collected is taken to the Robert A. Nelson Transfer Station, which is owned by the County of Riverside and operated under a 20-year franchise by a private company. Waste is then transferred to the Badlands Landfill for disposal." Implementation of the proposed Project will not produce a significant amount of solid waste in excess of the Badlands Landfill maximum daily amount. Therefore, there would be a less than significant impact.

- g) *Comply with applicable federal, state, and local statutes and regulations related to solid waste?*

Less Than Significant Impact. As part of standard procedures, demolition of existing structures located in the substation section and demolition of the existing structures and site improvements on the two adjacent parcels, and construction of all elements of the proposed Project will abide by all applicable local, State, and federal solid waste disposal regulations. Compliance of all applicable local, state, and federal solid waste disposal regulations will reduce impacts to solid waste during construction to less than significant. Therefore, the Project will not produce long-term solid waste and impacts will be less than significant.

3.18 - Mandatory Findings of Significance

- a) *Does the Project have the potential to 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, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?*

Less than Significant Impact with Mitigation. According to the habitat and MSHCP assessment conducted for the proposed Project (Appendix B), there are no anticipated impacts to sensitive species. The proposed Project does not contain any riverine/riparian habitat, vernal pools or Urban/Wildlands interface areas and does not contain features that are jurisdictional under the CWA or State regulation for isolated waters or streambeds.

As discussed in the Habitat Assessment (Appendix B), the proposed Project contains potential nesting habitat for avian species. Therefore, mitigation has been incorporated as identified in Section 3.4(d) (BIO-1). In addition, there were no vernal pools, riparian/riverine species habitat found along with no sensitive plant species found within the Project site. Therefore, impacts in this regard will be less than significant.

The Cultural Resources Assessment (Appendix C) did not indicate any identified archaeological or paleontological sites on the proposed Project site. The historic-era structures were evaluated and found not significant at the State and Local level of analysis. Therefore, there are no historic resources located in the project area that must be mitigated for. Mitigation monitoring is not recommended. In accordance with State law, the proponent will retain appropriate personnel if fossils or archaeological/historical artifacts are found during grading or project construction. The Project site does not meet the SB 18 thresholds for pre-consultation with Native American tribes prior to Project approval. However, Native American Tribes were contacted and must be consulted with if any artifacts or human remains are discovered during construction. Therefore, impacts in this regard are considered less than significant.

- b) *Does the Project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a Project are considerable when viewed in connection with the effects of past Projects, the effects of other current Projects, and the effects of probable future Projects)?*

Less than Significant Impact. All impacts analyzed in this Initial Study concluded the proposed Project would have less than significant or no impacts

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

Less than Significant Impact. As discussed and analyzed throughout this Initial Study, the proposed Project will not result in environmental effects which would cause substantial adverse effects on human beings, either directly or indirectly.

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SECTION 5: REFERENCES

TEXT REFERENCE CITATION

FEIR 2007	City of Riverside. November 2007. Final Program Environmental Impact Report, City of Riverside General Plan 2025 Program.
GP 2025	City of Riverside. November 2007. City of Riverside General Plan 2025 Program.
MBA 2010	Michael Brandman Associates (MBA). May 20, 2010. Air Quality and Climate Change Assessment for the City of Riverside Public Utilities Department Casa Blanca Substation Improvement Project.
MBA 2010	Michael Brandman Associates (MBA). May 14, 2010. Habitat Assessment and MSHCP Consistency Analysis for the Casa Blanca Substation, City of Riverside, Riverside County, California.
MBA 2010	Michael Brandman Associates (MBA). May 20, 2010. Cultural Resource Survey Casa Blanca Substation Reconstruction Project. City of Riverside, Riverside County, California.
MBA 2010	Michael Brandman Associates (MBA). May 14, 2010. PHASE I Environmental Site Assessment Casa Blanca Substation, Casa Blanca, Riverside County, California

