

NOTICE OF INTENT TO ADOPT A
MITIGATED NEGATIVE DECLARATION

COACHELLA VALLEY WATER DISTRICT

Post Office Box 1058
Coachella, CA 92236
(760) 398-2651

NOTICE IS HEREBY GIVEN that the Staff of the Coachella Valley Water District (CVWD) will recommend the adoption of a proposed Mitigated Negative Declaration on the project listed below on the date and time, and at the location listed below. Any person desiring to comment on the recommendation of CVWD staff may do so verbally or in writing at the above address and telephone number. The public review period during which comments may be received is from the date of this Notice until the end of the business day on January 23, 2012 (30-day period).

Project Title: Lift Station 55-11 Capacity Upgrade Project.

Project Location: The Lift Station 55-11 Capacity Upgrade Project is proposed at the site of existing Lift Station 55-11 (APN 727-272-007) located at 66-100 Hammond Road in the community of Mecca, Riverside County (township 7 south, range 9 east, section 17, San Bernardino Base and Meridian).

Project Description: From 1985 to 1993, the lift station site operated as CVWD's Water Reclamation Plant No. 3 (WRP-3). In 1993, WRP-3 was abandoned and Lift Station 55-11 was constructed at the site to convey wastewater from the community of Mecca to Water Reclamation Plant No. 4 (WRP-4) near the community of Thermal. Since Lift Station 55-11 has reached its operational capacity and is approaching the designed maximum years of use, the proposed upgrade is necessary to provide increased storage capacity and pumping rate to help mitigate sewer overflows.

The proposed Lift Station 55-11 Capacity Upgrade Project includes:

- Construction of 8-foot by 16-foot rectangular wet well (approximately 30 feet deep) and associated pumps on north side of the existing site;
- Construction of approximate 1,200-square-foot building to house electrical equipment (motor control center with automatic transfer switch, circuit breakers, equipment starters, variable frequency drives) and 500-kilowatt generator;
- Relocation of:
 1. 33-inch influent pipe to new wet well;
 2. water service to wet well location;
 3. gated entry from existing Hammond Road to Avenue 66;
- Filling in existing wet well;
- Construction of perimeter 8-foot block wall;
- Installation of odor control system, site lighting, and security system.

Lead Agency: Coachella Valley Water District.

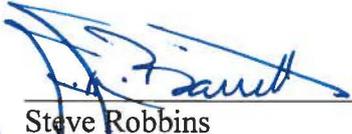
Project Title: Lift Station 55-11 Capacity Upgrade Project

Mitigation Measures: 1) A Dust Control Plan shall be prepared by the contractor, approved by CVWD and implemented during all project construction activities; 2) Contractor will coordinate with County of Riverside regarding a traffic plan during construction activities; 3) If human remains are encountered during construction excavation/grading activities, no further disturbance shall occur until the County Coroner has made the necessary findings as to origin and disposition pursuant to PRC Section 5097.98; 4) If cultural/paleontological resources are encountered during the course of construction and monitoring, the applicant shall halt or divert work and notify a qualified archaeologist/paleontologist who shall document the discovery as needed, assess the significance of the find, and develop an appropriate treatment plan in consultation with the lead agency; 5) CVWD shall have a qualified biologist conduct a pre-construction reconnaissance survey for nesting/roosting migratory bird species, and other nesting birds within 150 feet of the proposed construction limits; 6) Groundwater at the project site will be monitored during the project construction period; 7) A Storm Water Pollution Prevention Plan will be prepared by the contractor, approved by CVWD, and implemented during project construction activities.

Finding: Recommend to CVWD's Board of Directors the adoption of a Mitigated Negative Declaration on the above project at the February 14, 2012, Board meeting at 9:00 a.m. in the Board Room of CVWD's Administration Building located at 75-515 Hovley Lane East, Palm Desert, California 92211.

Location of the Draft Mitigated Negative Declaration for Review: CVWD located at 75-515 Hovley Lane East, Palm Desert, California 92211.

Date: December 19, 2011


AGM

FOR Steve Robbins
General Manager-Chief Engineer

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DRAFT MITIGATED NEGATIVE DECLARATION

COACHELLA VALLEY WATER DISTRICT

Post Office Box 1058
Coachella, California 92236

State Clearinghouse Number: To be assigned.

Project Title: Lift Station 55-11 Capacity Upgrade Project

Project Location: The Lift Station 55-11 Capacity Upgrade Project is proposed at the site of existing Lift Station 55-11 (APN 727-272-007) located at 66-100 Hammond Road in the community of Mecca, Riverside County (township 7 south, range 9 east, section 17, San Bernardino Base and Meridian).

Lead Agency: Coachella Valley Water District.

Contact Person: Luke Stowe, Senior Environmental Specialist
Phone: (760) 398-2661, extension 2545

On February 14, 2012, the Board of Directors of the Coachella Valley Water District proposes to verify that the project will not have a significant effect on the environment and adopt a Mitigated Negative Declaration.

Statement of reasons to support findings: Except for any temporary disturbances (aesthetics, noise, dust, local traffic circulation) caused by the construction of the Lift Station 55-11 Capacity Upgrade Project, this project will not have any significant detrimental effects on the environment or surrounding areas.

Environmental Checklist Study prepared by: Luke Stowe, Senior Environmental Specialist.

Attached: Copy of Environmental Checklist Form.


FOR Steve Robbins
General Manager-Chief Engineer

Date: December 19, 2011

INITIAL STUDY/ DRAFT MITIGATED NEGATIVE DECLARATION

for the

LIFT STATION 55-11 CAPACITY UPGRADE PROJECT

Coachella Valley Water District
85-995 Avenue 52
Coachella, CA 92236

Contact:
Luke Stowe
lstowe@cvwd.org
760-398-2651

December 2011

File No: 0710.50.12



Initial Study/Draft Mitigated Negative Declaration
Lift Station 55-11 Capacity Upgrade Project

File: 0710.50.12

CEQA Environmental Checklist Form

1. Project Title: Lift Station 55-11 Capacity Upgrade Project
2. Lead Agency Name and Address: Coachella Valley Water District, Post Office Box 1058, Coachella, California 92236.
3. Contact Person and Phone Number: Luke Stowe, (760) 398-2661, extension 2545.
4. Project Location: The Lift Station 55-11 Capacity Upgrade Project is proposed at the site of existing Lift Station 55-11 (APN 727-272-007) located at 66-100 Hammond Road in the community of Mecca, Riverside County (township 7 south, range 9 east, section 17, San Bernardino Base and Meridian).
5. Project Sponsor's Name and Address: Coachella Valley Water District (CVWD), Post Office Box 1058, Coachella, California 92236.
6. General Plan Designation: The proposed project site is designated as "Agricultural/Commercial Retail" per the Riverside County General Plan (October 2003).
7. Zoning: The proposed project site's designated zoning is "Commercial" per the Riverside County General Plan (October 2003).
8. Description of Project: From 1985 to 1993, the lift station site operated as CVWD's Water Reclamation Plant No. 3 (WRP-3). In 1993, WRP-3 was abandoned and Lift Station 55-11 was constructed at the site to convey wastewater from the community of Mecca to Water Reclamation Plant No. 4 (WRP-4) near the community of Thermal. Since Lift Station 55-11 has reached its operational capacity and is approaching the designed maximum years of use, the proposed upgrade is necessary to provide increased storage capacity and pumping rate to help mitigate sewer overflows.

The proposed Lift Station 55-11 Capacity Upgrade Project includes:

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 - Relocation of:
 1. 33-inch influent pipe to new wet well;
 2. water service to wet well location;
 3. gated entry from existing Hammond Road to Avenue 66;
 - Filling in existing wet well;
 - Construction of perimeter 8-foot block wall;
 - Installation of odor control system, site lighting, and security system.
9. Surrounding Land Uses and Setting: The existing Lift Station 55-11 sits on an approximate 1.6-acre, fenced, irregularly-shaped parcel located along the southwestern edge of the community of Mecca. Existing site improvements include a generator building, control panel shed, lift station, underground sewer lines, and several underground irrigation and electrical lines. A row of oleander shrubs surround two sides of the fenced lift station site. Hammond Road, the Union Pacific Railroad tracks and State Highway 111 are located immediately west and south of the site; a commercial building (formerly Coachella Valley

**Initial Study/Draft Mitigated Negative Declaration
Lift Station 55-11 Capacity Upgrade Project**

Mini Mex), Avenue 66 and the Mecca central business district are located to the north; a new, large commercial development is located along the eastern boundary of the project site. The Salton Sea is located about three miles to the south; the Mecca Hills are located about five miles to the east.

10. Other agencies whose approval is required: Riverside County

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this project. Please see the checklist below for additional information.

<input checked="" type="checkbox"/>	Aesthetics	<input type="checkbox"/>	Agriculture and Forestry	<input checked="" type="checkbox"/>	Air Quality
<input type="checkbox"/>	Biological Resources	<input type="checkbox"/>	Cultural Resources	<input type="checkbox"/>	Geology/Soils
<input type="checkbox"/>	Greenhouse Gas Emissions	<input type="checkbox"/>	Hazards and Hazardous Materials	<input type="checkbox"/>	Hydrology/Water Quality
<input type="checkbox"/>	Land Use/Planning	<input type="checkbox"/>	Mineral Resources	<input checked="" type="checkbox"/>	Noise
<input checked="" type="checkbox"/>	Population/Housing	<input type="checkbox"/>	Public Services	<input type="checkbox"/>	Recreation
<input checked="" type="checkbox"/>	Transportation/Traffic	<input checked="" type="checkbox"/>	Utilities/Service Systems	<input type="checkbox"/>	Mandatory Findings of Significance

DETERMINATION:

On the basis of this initial evaluation:

<input type="checkbox"/>	I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
<input checked="" type="checkbox"/>	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 MITIGATED NEGATIVE DECLARATION will be prepared.
<input type="checkbox"/>	I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
<input type="checkbox"/>	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 measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
<input type="checkbox"/>	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

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STATEMENT OF REASONS TO SUPPORT FINDINGS

Except for any temporary disturbances (aesthetics, air quality, noise, local traffic circulation) caused by the construction activities associated with the Lift Station 55-11 Capacity Upgrade Project, this project will not have a significant effect on the environment or surrounding area.

Prepared by:  12.8.11
Date
Luke Stowe
Senior Environmental Specialist

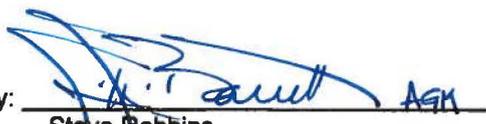
Reviewed by:  12/8/11
Date
Steve Bigley
Environmental Services Manager

Submitted by:  12/8/11
Date
Mark Johnson
Director of Engineering

Environmental Assessment Committee Determination

Concurrence by:  12/19/11
Date
Julia Fernandez
Chairperson, District's Environmental
Assessment Committee

General Manager Determination

Approved by:  AGM 12.19.11
Date
FOR Steve Robbins
General Manager-Chief Engineer

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EVALUATION OF ENVIRONMENTAL IMPACTS:

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

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- 9) The explanation of each issue should identify:
- a) the significance criteria or threshold, if any, used to evaluate each question; and
 - b) the mitigation measure identified, if any, to reduce the impact to less than significance

Issues:

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
I. AESTHETICS: Would the project:				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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"/>
II. AGRICULTURE AND FOREST RESOURCES: 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 Dept. 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 the forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

III. 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. Would the project:

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"/>

IV. BIOLOGICAL RESOURCES: 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 or U.S. Fish and Wildlife Service?	<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, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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Lift Station 55-11 Capacity Upgrade Project

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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 checked="" type="checkbox"/>	<input type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

V. CULTURAL RESOURCES: Would the project:

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 type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" type="checkbox"/>

VI. 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:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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"/>

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Lift Station 55-11 Capacity Upgrade Project

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

VII. GREENHOUSE GAS EMISSIONS: Would the project:

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

VIII. 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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|--|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| 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 type="checkbox"/> | <input checked="" 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 in the project area? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" 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"/> |
| 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 type="checkbox"/> | <input checked="" type="checkbox"/> |

IX. HYDROLOGY AND WATER QUALITY: Would the project:

- | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a) Violate any water quality standards or waste discharge requirements? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" 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 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? | <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 type="checkbox"/> | <input checked="" type="checkbox"/> |

**Initial Study/Draft Mitigated Negative Declaration
Lift Station 55-11 Capacity Upgrade Project**

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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"/>
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 type="checkbox"/>	<input checked="" type="checkbox"/>
j) Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

X. LAND USE AND PLANNING: Would the project:

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 type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

XI. 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?	<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"/>

XII. NOISE: Would the project result in:

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

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	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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"/>
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"/>

XIII. 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)?	<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"/>

XIV. PUBLIC SERVICES:

a) 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:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
XV. 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"/>
XVI. 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>
XVII. UTILITIES AND SERVICE SYSTEMS: Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 checked="" type="checkbox"/>	<input type="checkbox"/>

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	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	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 effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 checked="" type="checkbox"/>	<input 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 type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

XVIII. 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, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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"/>

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COMMENTS AND ANALYSIS

I. Aesthetics

The Lift Station 55-11 Capacity Upgrade Project is proposed within the existing Lift Station 55-11 site located along Hammond Road at Avenue 66 on the southwestern edge of the community of Mecca. The lift station site is located in a developed area and surrounded by the Union Pacific Railroad, Hammond Road, State Highway 111, Avenue 66, and various commercial buildings. The Mecca Hills are located due east about five miles; the Salton Sea is located about three miles to the south of the lift station site. The project will not impact any scenic vistas and is not located along a designated scenic route.

The construction activities associated with the proposed lift station upgrade project will include excavation/trenching, material stockpiles, construction equipment, vehicles, and traffic safety barriers, which may cause a temporary, unpleasant aesthetic effect. Post-construction aesthetics at the lift station site will be improved with an 8-foot block wall surrounding the site. The new building housing electrical equipment and a generator will incorporate architectural design features of neighboring commercial buildings. The project site, including rights-of-way along Hammond Road and Avenue 66, will be restored to the pre-project conditions once all construction activities have been completed. Any additional light or glare created by the proposed project will be minimal and will not affect adjacent properties. The temporary effects on aesthetics associated with construction activities at the lift station site will be a less than significant effect.

II. Agriculture and Forestry

In the last few years, the agricultural lands along the eastern boundary of the Lift Station 55-11 site have been converted to commercial development. Currently, the nearest agricultural lands are located about 200 feet southeast of the lift station site. The proposed lift station upgrade project will not conflict with any existing zoning for agricultural use or Williamson Act agricultural contract; the project will not result in a conversion of agricultural land to non-agricultural land.

The nearest forest lands to the Lift Station 55-11 site are located 10-15 miles to the west in the Santa Rosa Mountains. The proposed lift station upgrade project will not conflict with any existing zoning related to forest, timberland or timberland zoned as Timberland Production. Construction of the proposed project will not result in a loss of forest land or cause conversion of forest land to a non-forest use. The proposed lift station upgrade project will not have a significant effect on agricultural or forest lands.

III. Air Quality

The proposed lift station upgrade project is located within the Salton Sea Air Basin (SSAB), which includes Imperial County and most of the low desert areas of central Riverside County. The Riverside County portion of the SSAB is regulated by the South Coast Air Quality Management District (SCAQMD). The Coachella Valley portion of Riverside County is designated as a "serious" non-attainment area for ozone (8-hour) and particulate matter 10 microns or less in diameter (PM10).

The applicable air quality plans for this CVWD project are the 2007 Air Quality Management Plan (AQMP) and the Coachella Valley PM10 State Implementation Plan (SIP). The AQMP is designed to satisfy the planning requirements of both the federal and California Clean Air Acts. The AQMP outlines strategies and measures to achieve federal and state standards for healthful air quality for all areas under SCAQMD's jurisdiction, including portions of the SSAB. The Coachella Valley PM10 SIP identifies additional strategies and measures to control fugitive dust, specifically in the Coachella Valley.

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A project is deemed inconsistent with the applicable air quality plan if it would result in population and/or employment growth that exceeds growth estimated in the applicable air quality plan. The proposed Lift Station 55-11 Capacity Upgrade Project would not induce population or employment growth beyond the levels approved in the AQMP. Therefore, the proposed project would not conflict with or obstruct the implementation of the AQMP.

The proposed lift station upgrade project will include a primary odor control system (cedar bed system) that includes a suction line, blower and a cedar bed that is approximately 1 foot deep. The blower will draw air from the wet well at a rate of approximately 60 cubic feet per minute and will exchange air in the wet well at least one time per hour. With construction and implementation of this odor control system, there will not be a significant impact on adjacent residents and businesses.

Disturbance of 5,000 square feet or more of land requires a Dust Control Plan. The proposed project will have a Dust Control Plan that follows the SCAQMD Rule 403 Fugitive Dust Control Requirements within the Coachella Valley. With respect to the Coachella Valley PM10 SIP, the proposed project will comply with the dust control requirements of the SIP, and therefore, will not conflict with or obstruct implementation of the SIP.

Except for temporary emissions of diesel particulate matter associated with use of heavy diesel equipment during project construction, the proposed lift station upgrade project will not result in emissions of toxic air contaminants or nuisance odors. These temporary construction-related emissions and/or odor impacts would be confined to the immediate vicinity of the project.

In order to not contribute to the PM-10 problem, all dust generated during construction activities will be controlled using common construction practices, such as a dust palliative. Other Best Management Practices shall be implemented during construction activities including routine rinsing of construction vehicles, and keeping local streets clean of soil, dust. Air quality near the construction area will be carefully monitored and will abide by the regulations set forth by the SCAQMD. Construction dust and emissions associated with the project are considered temporary and not a significant effect.

Mitigation Measure

AQ-1 A Dust Control Plan shall be prepared by the contractor, approved by CVWD and implemented during all project construction activities.

IV. Biological Resources

The proposed lift station upgrade project is proposed on the existing site of Lift Station 55-11 that is surrounded by development. The only vegetation present on the lift station site consists of an oleander (*Nerium oleander*) hedge along two sides of the fenced site, with a few bougainvillea (*Bougainvillea* spp.) shrubs, Mexican fan palms (*Washingtonia robusta*), and salt cedar (*Tamarix* spp.) trees scattered throughout. The project site is located within the boundaries of the Coachella Valley Multiple Species Habitat Conservation Plan (CVMSHCP), but not within a conservation area of the CVMSHCP. The northeastern boundary of the CVMSHCP Coachella Valley Stormwater Channel & Delta Conservation Area is located about one mile west of the lift station site. Since the project will take place within the existing site boundaries of existing Lift Station 55-11 and does not impact vacant land, the CVMSHCP development mitigation fee (\$5,730/acre) is not applicable to this project.

The Burrowing Owl (*Speotyto cunicularia*), a California State Species of Special Concern, has some potential for occurrence along some of the edges of the agricultural lands located about 200 feet south of the lift station site; a pre-construction survey shall be conducted at the project site to verify non-presence of Burrowing Owls and any other nesting birds. The project is not proposed in areas containing Coastal and Valley Freshwater Marsh, or Sonoran Cottonwood

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Willow-Riparian Forest habitat. No listed species were observed or have potential to occur along the proposed alignment of the project. The proposed project does not cross, or otherwise affect, any jurisdictional waterways.

With implementation of the following mitigation measure, the lift station upgrade project will not have a significant effect on any known sensitive species, habitat or wildlife corridors within the project area.

Mitigation Measures

BIO-1 A pre-construction survey will be conducted by CVWD environmental services staff to verify the non-presence of Burrowing Owls or nesting birds at the project site.

V. Cultural Resources

In January 2008, Applied Earthworks, Inc. (AE) conducted an archaeological literature and records search, as well as, a field survey that included Lift Station 55-11 as part of the Mecca Sewer Force Main Project that constructed a sewer pipeline from Lift Station 55-11 to WRP-4. The records search indicated two historic properties were located in the vicinity of Lift Station 55-11: the Southern Pacific/Union Pacific Railroad (CA-6381H); and the Walters/Mecca Railroad Station (CA-Riv3438H) located along the railroad just north of the lift station site. Neither one of these two entities will be affected by the proposed Lift Station 55-11 Capacity Upgrade Project.

In February 2008, AE also contacted the Native American Heritage Commission (NAHC) for a review of the *Sacred Lands File* to determine if any known cultural properties were present along the proposed Mecca Sewer Force Main Project alignment. The NAHC responded that there was potential for Native American cultural resources within the project area and requested that Native American individuals/organizations be contacted regarding the proposed project and potential for cultural resources. None of the tribes contacted had any concerns with the proposed project, except for the Cabazon Band of Mission Indians, who requested that a cultural monitor be onsite during ground-disturbing activities.

AE conducted cultural monitoring in February and March 2010 during construction activities in the vicinity of Lift Station 55-11 as part of the Mecca Sewer Force Main Project. No artifacts, features or intact deposits associated with the Walters/Mecca Railroad Station were discovered during monitoring. In addition, no other historical resources, as defined by CEQA, were discovered during these construction activities.

With the implementation of the following mitigation measure, the project will not have a significant effect on cultural resources:

Mitigation Measure

CRES-1 Should potentially significant archaeological/cultural resource materials be encountered during construction activities, all construction work must be halted in the vicinity of the discovery until a qualified Archaeologist can assess the significance of the resources.

VI. Geology and Soils

Petra Geotechnical Inc. completed geotechnical surveys and analysis at the Lift Station 55-11 site in June 2011. The site is located near the central portion of a broad alluvial valley extending from the nearby Mecca Hills and Santa Rosa Mountains. Native alluvial deposits were found underlying the site some 51 feet below the surface, the maximum depth explored. The soils consisted mainly of silts with occasional interbeds of silty-to-clayey sand and were generally moist to saturated. Groundwater was encountered within both of the exploratory borings at

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depths of 10 feet and 16 feet; however, static groundwater levels may be higher at the site. Dewatering will most likely be required for construction of the proposed 8-foot by 16-foot rectangular wet well that will be 30 feet deep.

No active or potentially-active faults are located at the site and the site does not lie within an "Earthquake Fault Zone" as defined by the State of California in the Alquist-Priolo Earthquake Fault Hazard Zoning Act. The lift station site lies about four miles west of the San Andreas Fault zone, and about 19 miles northeast of the San Andreas Fault-Anza Segment. The potential for actual fault rupture at the lift station site is considered to be very low. However, the site may be subject to significant ground shaking in the event of movement on the fault. While seismic damage could result in a break in a pipeline or cause failure, temporary discharge would be confined to the lift station site and, as such, would not have significant, adverse impacts.

Based on the 2011 Riverside County Land Information System, the project site lies within an area of active subsidence due to groundwater extraction; however, such subsidence typically occurs over a wide area and does not significantly affect surface improvements, such as, Lift Station 55-11. The project site is also located within an area of high liquefaction potential zone; however, since no large-scale, above-grade buildings are proposed at the site, the widespread effects of settlement along the ground surface due to liquefaction are not considered to be a significant geotechnical concern.

The proposed project site is relatively flat and not located in a landslide or mudflow hazard area. There are no unique geologic or physical features present. The project site is located inland and, therefore, tsunamis are not a hazard issue. The Salton Sea is located about three miles south of the project site. There are no volcanoes in the project area. All project effects related to geology and soils at the project site are considered less than significant.

VII. Greenhouse Gas Emissions

Climate change is measured by changes in temperatures, precipitation, wind patterns, and storms. The impacts of climate change are believed to result from an increase in the concentration of certain gases in the atmosphere commonly referred to as "greenhouse gases". Greenhouse gases consist of water vapor, carbon dioxide, methane, nitrous oxide, hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride. Some greenhouse gas emissions, such as carbon dioxide, occur in the atmosphere through natural processes as well as a result of human activities; fluorinated gases are created and emitted solely through human activities. Scientists believe atmospheric temperatures can be impacted by the concentration of these gases by "trapping" heat in the earth's atmosphere since these greenhouse gases absorb long-wave radiation emitting from the earth's surface. Some believe that the accumulation of these gases in the earth's atmosphere is the cause of the observed increase in the earth's ambient air temperatures in recent decades.

Efforts to address climate change began in the 1980's; many of the activities to address climate change involve reduction in fossil fuel use which is ultimately a function of energy conservation and efficiency.

On December 30, 2009, the California Natural Resources Agency adopted Amendments to the CEQA Guidelines for greenhouse gas emissions, as directed by Senate Bill 97. On February 16, 2010, the Office of Administrative Law approved the Amendments, and filed them with the Secretary of State for inclusion in the California Code of Regulations. The Amendments became effective on March 18, 2010. With implementation of the following mitigation measures, the proposed lift station upgrade project will have a less than significant effect associated with greenhouse gas emissions.

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Mitigation Measures

- GHG-1** The project design will consider any and all options to minimize energy consumption, water conservation and solid waste during construction and operation of the proposed lift station upgrade project.
- GHG-2** Where feasible, motorized equipment/vehicles that are energy efficient and uses alternative (renewable) fuels will be utilized.
- GHG-3** Construction activities will be performed at the project site in a manner that minimizes waste of materials and implements recycling and reuse where feasible.

VIII. Hazards and Hazardous Materials

A gas station previously operated on the parcel located immediately adjacent to the northwest boundary of Lift Station 55-11. Based on soil and groundwater testing that has been ongoing since 1986, it appears that the underground storage tanks at the gas station site leaked petroleum hydrocarbons. According to a report by Earth Systems Southwest in April 2002, moderately elevated levels of petroleum hydrocarbons were detected in a soil stockpile associated with construction of a CVWD sewer pipeline project along the west side of Hammond Road just south of Avenue 66 (about 40 feet from the previous gas station site). In June 2011, Petra Geotechnical Inc. conducted a limited Phase II Soil Investigation at the lift station site. All soil and groundwater samples from two drilled borings at the lift station site were found non-detectable for hydrocarbon concentrations. However, there is potential for encountering hydrocarbons in the soil and/or groundwater during construction activities associated with the proposed Lift Station 55-11 upgrade, especially dewatering that may change the local hydrologic conditions. The CVWD contractor for the proposed upgrade project will prepare and implement a Health and Safety Plan that incorporates safety guidelines and regulations from Riverside County Department of Health, California Regional Water Quality Control Board, and South Coast Air Quality Management District. Adherence to required Occupational Safety and Health Administration (OSHA) standards will also minimize hazards to workers during the construction period.

The project will also coordinate with Riverside County transportation officials to ensure that the appropriate safety measures are implemented to protect construction workers, as well as, pedestrians, bicyclists and motorists, along Hammond Road and Avenue 66. With implementation of the following mitigation measures, there will be no significant effects related to hazards and/or hazardous materials associated with the construction of the Lift Station 55-11 Capacity Upgrade Project.

Mitigation Measures

- HAZ-1** Contractor shall prepare and implement a Health and Safety Plan that incorporates safety guidelines and regulations from Riverside County Department of Health, California Regional Water Quality Control Board, South Coast Air Quality Management District, and Occupational Safety and Health Administration.
- HAZ-2** Groundwater entering the dewatering system at the project site will be monitored during the project construction period.

IX. Hydrology and Water Quality

Drainage at the Lift Station 55-11 site is generally by sheet flow toward the east. As described in the Geology and Soils section above, groundwater has been encountered during geotechnical

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studies at 10 feet below the ground surface. And as also described above, there is potential for encountering hydrocarbons in the soil and/or groundwater, especially during construction activities associated with the 30-foot-deep excavation and dewatering for the proposed wet well. Dewatering has the potential to change the local hydrologic conditions at the lift station site and draw in water containing hydrocarbons from an adjacent parcel where a gas station was located. The CVWD contractor will prepare and implement a Storm Water Pollution Prevention Plan and follow all California Regional Water Quality Control Board guidelines and regulations. The proposed project will not 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. The proposed project may have a temporary effect on the existing drainage pattern (storm water surface flow) during construction activities at the lift station site. The proposed lift station upgrade project will not result in placement of housing or any other structures within a 100-year flood hazard area. The proposed project will not 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. Once construction activities have been completed, the project site will be returned to the pre-project hydrologic condition.

With the implementation of best management practices and the following mitigation measures, the project will not have significant effects on hydrology and water quality at the project site.

Mitigation Measures

- WATER-1** A Storm Water Pollution Prevention Plan will be prepared by the contractor, approved by CVWD and implemented during project construction activities.
- WATER-2** Groundwater entering the dewatering system at the project site will be monitored during the project construction period.

X. Land Use and Planning

The proposed lift station upgrade project will take place on the existing Lift Station 55-11 site. CVWD owns the parcel (APN 727-272-007) containing Lift Station 55-11; the parcel is designated as "Agricultural/Commercial Retail" and zoned as "Commercial" per the Riverside County General Plan, October 2003. The zoning description allows public wastewater facilities to be constructed and operated on the parcel. The proposed project will not expand the existing boundaries of Lift Station 55-11 and will not physically divide the Mecca community.

The project site is located within the boundaries of the CVMSHCP, but not within a conservation area of the CVMSHCP. The northeastern boundary of the CVMSHCP Coachella Valley Stormwater Channel & Delta Conservation Area is located about one mile west of the lift station site. Since the proposed lift station upgrade project will take place within the existing site boundaries of Lift Station 55-11 and does not impact vacant land, the CVMSHCP development mitigation fee is not applicable to this project.

Once all construction activities are completed for the lift station upgrade project, the lift station site, as well as the rights-of-way along Hammond Road and Avenue 66, will be returned to their pre-construction conditions.

XI. Mineral Resources

The proposed lift station upgrade project will not result in the loss of the availability of a mineral resource of value in the region. The proposed project will not result in the loss of a mineral recovery site designated on a general plan, specific plan or other land use plan. No loss of valuable mineral resources will occur with the construction or use of the upgraded lift station. The proposed project will have a less than significant effect on mineral resources.

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XII. Noise

A temporary increase in noise levels is expected during construction activities associated with the lift station upgrade project. Commercial developments are located immediately northwest and east of the lift station site; the nearest residential units are located about one block northeast along 2nd Street. The temporary construction noise will be minimized by the use of engine mufflers on all motorized construction equipment during construction activities. All construction activities will follow noise regulations established by Riverside County. With the implementation of the following mitigation measures, the temporary increase in noise levels during construction activities associated with the proposed lift station upgrade project will not be a significant effect.

Mitigation Measures

- NOISE-1** Engine mufflers will be used on all construction vehicles and motorized equipment when possible to lessen temporary construction-related, noise effects.
- NOISE-2** Construction activities will follow all noise regulations established by Riverside County.

XIII. Population and Housing

Lift Station 55-11, which conveys wastewater from the community of Mecca to WRP-4 near the community of Thermal, has reached its operational capacity and approaching the designed maximum years of use. The purpose of the upgrade to Lift Station 55-11 is to provide increased storage capacity and pumping rate to help mitigate sewer overflows. This project is not a growth-inducing project. The improvements will satisfy current wastewater service demands and are consistent with approved local planning. No housing units are proposed, will be removed or otherwise affected by the proposed lift station upgrade project; therefore, the project will not have a significant effect on the existing population and housing in the project area.

XIV. Public Services

The construction and operation of the proposed lift station upgrade project will not have an adverse effect on or create a need for additional fire protection, police protection, schools, roads, nor any other government services. Actually, the completed project will prevent future sewer spills, thus eliminating the existing maintenance activities associated with sewer spills. Once all construction activities are completed for the lift station upgrade project, the project site, including adjacent right-of-way alignments along Hammond Road and Avenue 66, will be returned to their pre-construction condition. The project will have a less than significant effect on public services in the project vicinity.

XV. Recreation

The construction and operation of the proposed lift station upgrade project will not increase the demand for neighborhood or regional parks, or any other recreational facilities. Nor will the proposed project affect any existing recreational opportunities in the project vicinity. The project will not result in a significant effect on recreational facilities or opportunities in the project vicinity.

XVI. Transportation/Traffic

The proposed lift station upgrade project will slightly increase heavy truck traffic on the local roadways in the project area during construction activities. However, such truck traffic will not exceed established local load limits established by Caltrans or Riverside County. The project will generate limited traffic during construction periods and may require some short-term delays on local roadways, especially Hammond Road and Avenue 66. Coordination with Caltrans and Riverside County will ensure that local traffic impacts remain minimal during construction

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activities and that the appropriate safety measures are implemented to protect construction workers, as well as, users of the roadways during construction activities. Once all construction activities are completed for the lift station upgrade project, the project site, including adjacent right-of-way alignments along Hammond Road and Avenue 66, will be returned to their pre-construction condition. Thus, with implementation of the mitigation measure below, the construction activities associated with the lift station upgrade project will not generate any significant impacts related to transportation or traffic in the project area.

Mitigation Measure

TRAF-1 CVWD/Contractor will coordinate with Riverside County to prepare and implement a Traffic Safety Plan during the project construction period.

XVII. Utilities and Service Systems

Lift Station 55-11 has reached its operational capacity and approaching the designed maximum years of use. The purpose of the upgrade to Lift Station 55-11 is to provide increased storage capacity and pumping rate to help mitigate sewer overflows. The project involves construction of a 8-foot by 16-foot rectangular wet well and associated pumps, as well as, installation of an odor control system, Motor Control Center and Variable Frequency Drive, new emergency generator and automatic transfer switch, site lighting and a security system. During construction activities associated with the proposed lift station upgrade project, there may be a temporary increase in water service and electrical service use at the project site.

Considering the new equipment installed at the lift station, there may be a slight increase in total electrical use at the site once construction is completed and the upgraded lift station is operational. The proposed project will not result in the need for expansion of the existing Imperial Irrigation District electrical service at the lift station site; the existing electrical service has the capacity to service the upgraded lift station. Nor will the proposed project result in the need for an expansion of additional water treatment or storm water drainage facilities in the project vicinity. The project will have a less than significant effect on utilities and/or service systems located at or near the project site.

XVIII. Mandatory Findings of Significance

a.) Construction activities associated with the proposed Lift Station 55-11 Capacity Upgrade Project will take place at the existing Lift Station 55-11 site located along Hammond Road at Avenue 66 in the community of Mecca, Riverside County. The dominant vegetation at the existing lift station site is the oleander hedges surrounding the fenced site; there is no native vegetation or wildlife habitat located on or adjacent to the lift station site. The lift station site is not located within a conservation area associated with the Coachella Valley Multiple Species Habitat Conservation Plan. The proposed project will not affect any jurisdictional wetlands or waters. The project is not expected to have a significant effect on any known sensitive species, habitat or wildlife corridors within the project area.

The cultural report by Applied Earthworks in 2008 indicated two historic properties were located in the vicinity of Lift Station 55-11: the Southern Pacific/Union Pacific Railroad (CA-6381H); and the Walters/Mecca Railroad Station (CA-Riv3438H) located along the railroad just north of the lift station site. Neither one of these two entities will be affected by the proposed lift station upgrade project. The proposed project will not affect tribal lands, nor are there tribal lands located immediately adjacent to the project site. With implementation of mitigation measure CRES-1 in the Cultural Resources section above, the proposed lift station project will not have a significant effect on cultural resources.

b.) Lift Station 55-11 has reached its operational capacity and approaching the designed maximum years of use. The purpose of the upgrade to Lift Station 55-11 is to provide increased

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storage capacity and pumping rate to help mitigate sewer overflows. The proposed lift station upgrade project will have temporary effects during construction activities associated with aesthetics, air quality, noise, and local traffic circulation. The cumulative effects, if any, of this project combined with other projects proposed in the project vicinity are not expected to be significant with implementation of all mitigation measures stated above. Other construction projects proposed within the lift station upgrade project vicinity are also expected to implement similar measures to minimize all environmental effects in the project area.

c.) The proposed lift station upgrade project will have direct, but only temporary, effects on human beings during construction activities associated with the project. There is potential for workers at the project site encountering hydrocarbons in the soil and/or groundwater during construction activities associated with the proposed Lift Station 55-11 upgrade, especially dewatering that may change the local hydrologic conditions. The Contractor shall prepare and implement a Health and Safety Plan to minimize the effects of such a condition. Commercial developments are located immediately northwest and east of the lift station site; the nearest residential units are located about one block northeast along 2nd Street. During the construction period, it is expected that there will be a temporary increase in emissions, dust and noise from construction equipment and vehicles, a temporary increase in usage of local roads in the project vicinity, and a temporary effect on aesthetics (presence of construction equipment, vehicles, materials, traffic safety barriers) at the lift station project site. With implementation of the above-stated mitigation measures, the proposed project will not have any environmental effects that will cause significant, adverse effects on human beings, either directly or indirectly.

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4. CEQA Negative Declaration for the Mecca 18-Inch Sewer Force Main Project, Coachella Valley Water District, July 2005.
5. CEQA Addendum to the Negative Declaration for the Mecca 18-Inch Sewer Force Main Project, Coachella Valley Water District, February 2008.
6. Report of Subsurface Investigation, Coachella Valley Water District Sewer Pipeline Installation Avenue 66 and Hammond Road, Mecca, California, Earth Systems Southwest, April 1, 2002.
7. South Coast Air Quality Management District website, <http://www.aqmd.gov>, visited on November 9, 2011.
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10. Final Program Environmental Impact Report for Coachella Valley Water Management Plan and State Water Project Entitlement Transfer, September 2002.
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