- **Board of Directors**
  Engineering and Operations Committee

November 9, 2004 Board Meeting

9-4

Subject

Appropriate $91.19 million; and award a $76,383,645 contract to J.R. Filanc Construction Co. for construction of Module No. 7 at the Robert A. Skinner Filtration Plant (Approps. 15410 and 15388)

Description

Due to increasing member agency demands in the service area of the Robert A. Skinner Filtration Plant, Metropolitan's Board authorized final design of Skinner Expansion No. 4 in July 2003. Skinner Expansion No. 4 will include the addition of a 110-million-gallon-per-day (mgd) Module No. 7, a 34-mgd Washwater Reclamation Plant No. 3, and a reclaimed washwater pumping station. It will also provide new and consolidated chemical tank farms and feed systems, expansion of the sludge handling facilities, and other related work. The Skinner Oxidation Retrofit Program (ORP) is being designed simultaneously with Skinner Expansion No. 4.

Staff has identified the need for several procurement and construction contracts to most efficiently implement the Skinner Expansion No. 4 Program and ORP in order to meet the planned on-line dates. In October 2003, Metropolitan's Board authorized pre-purchase of steel pipe for both programs. These pipes have been fabricated and were delivered to the site in March 2004. In May 2004, Metropolitan's Board awarded a site preparation construction contract that will prepare the Skinner site for the subsequent major construction contracts. The site preparation for Module No. 7 is expected to be completed in November 2004 and the rest of the work, including preparation of the ORP site, is expected to be completed in June 2005. Construction of Module No. 7 is scheduled for completion in January 2007.

Skinner Module No. 7

The Module No. 7 project includes site work, yard piping, flocculation and sedimentation basins, filters, solids collection system, used washwater return system, potable and fire water pumping station, electrical switchgear building, and related work. The project was advertised in July 2004 and bids were received on September 10, 2004. As shown in **Attachment 2**, two bids were received and opened under Specifications No. 1489 for Skinner Module No. 7. The low bid from J.R. Filanc Construction Co., in the amount of $76,383,645, complies with the requirements of the specifications. The engineer's estimate was $71.3 million. For this project, Metropolitan requires Small Business Enterprise (SBE) participation of at least 33 percent of the total construction bid. J.R. Filanc Construction Co. has met this requirement.

The total program estimate for the Skinner Expansion No. 4 Program that was included within the fiscal year 2004/05 Capital Investment Plan (CIP) was $112.0 million. Within this program estimate, the forecasted budget for the Module No. 7 construction contract was approximately $47 million. This budget was originally based on the actual costs incurred for the similar Mills Expansion No. 2 project, plus escalation. The actual construction cost of the Module No. 7 construction is $70.8 million (which is a portion of the low bid amount of $76,383,645). Since development of the 2004/05 capital budget, a number of issues arose which impacted program costs, including: (1) Major recent increases industry-wide in the price of construction materials such as portland cement, steel, and other metals; (2) The difficulty in obtaining firm bids from suppliers for the above materials over a multi-year project duration; (3) Impacts of a large volume of construction projects regionally on competitive bidding; and (4) An aggressive schedule for construction work. As a result of these issues, staff recommends revising the total program estimate from $112.0 million to $132.0 million.

Metropolitan will utilize in-house staff to perform construction management of the Module No. 7 contract. For this project, the anticipated cost of construction inspection and support is approximately eight percent of the construction cost. The Engineering Services' goal for inspection of projects with construction costs greater than $10 million is 9 to 12 percent. Support will be provided by a specialized consultant who will perform environmental mitigation monitoring under an existing professional services agreement.

This action appropriates $91.19 million, awards a construction contract of $76,383,645 to J.R. Filanc Construction Co., and authorizes construction management and support services for the Module No. 7 project. This project has been evaluated and recommended by Metropolitan's CIP Evaluation Team. See **Attachment 1** for the Detailed Report, **Attachment 2** for the Abstract of Bids, **Attachment 3** for the Financial Statement, **Attachment 4** for the Location Map, and **Attachment 5** for the Negative Declaration.

Policy

Metropolitan Water District Administrative Code § 5108: Capital Project Appropriation
Metropolitan Water District Administrative Code § 8113: Construction Contract Award

California Environmental Quality Act (CEQA)

CEQA determination for Option #1:

The environmental effects from the funding, design, procurement of equipment, construction, and operation of the Skinner Oxidation Retrofit Program (Program) were evaluated in the Robert A. Skinner Filtration Plant Reliability and Quality Program Final Program Environmental Impact Report (Final PEIR). The Final PEIR was certified by the Board on July 8, 2003. The Board also approved the Findings of Fact (findings), the Statement of Overriding Considerations (SOC), the Mitigation Monitoring and Reporting Program (MMRP), and the Program itself. Subsequent to the certification of the 2003 Final PEIR for the Program, additional refinements were found to be required thus modifying the original Program's description. These refinements included: onsite concrete batch plant and access roadway improvements, ozone contactor rejection structure extension, new plant influent meter structure access road, second access road to the future field construction offices, new Southern California Edison 33kV electrical aboveground/underground ductbank, site expansion for the 33 kV switchyard, ORP site storm water discharge to constructed wetlands, realignment of the plant's main entrance, and relocation of the ORP universal power supply cases and ductbank. To comply with CEQA and the State CEQA Guidelines, Metropolitan as the Lead Agency prepared a Negative Declaration (ND) entitled: "Robert A. Skinner Filtration Plant Reliability and Quality Program Refinements to the Program." The ND was distributed for a 30-day public review period beginning on August 31, 2004, and ending on September 29, 2004. The ND includes the Initial Study and Environmental Checklist form (see **Attachment 5**). For any comment letters that were received during the public review period, such letters along with the applicable responses from staff are included (see **Attachment 6**). As stated in the State CEQA Guidelines (Section 15074), the Board is required to review and consider the ND, the Initial Study, and the comments received during the public review period prior to the adoption of the ND. Adoption of the ND is dependent on the finding by the Board that, based on the whole record before it, there is no substantial evidence that the proposed project will have a significant impact on the environment, and that the ND reflects the Lead Agency's independent judgment and analysis. All of the above documentation, including other materials that constitute the record of proceedings upon which the Lead Agency decision is based, has been and will be on file at Metropolitan's headquarters located at 700 North Alameda Street, Los Angeles, CA 90012.

The CEQA determination is: Determine that the majority of the proposed actions have been previously addressed in the certified 2003 Final PEIR and related documentation (i.e., adopted findings, SOC, and MMRP). For the remainder of the proposed actions, review and consider the information in the ND, Initial Study, and any comments received during the public review period; find that based on the whole record before the Board that there is no substantial evidence that the proposed project will have a significant impact on the environment, and that the ND reflects the Lead Agency's independent judgment and analysis; and adopt the ND for the remaining proposed actions, which includes the nine refinements to the approved Program.

CEQA determination for Option #2:

None required

Board Options/Fiscal Impacts

Option#1

Adopt the CEQA determination and

a. Appropriate $91.19 million in budgeted funds; and
b. Award a construction contract for $76,383,645 to J.R. Filanc Construction Co. to construct Skinner Module No. 7.

Fiscal Impact: $84.57 million of budgeted capital funds under Approp. 15410; $6.62 million of budgeted capital funds under Approp. 15388

Option #2

Reject all bids for the Skinner Module No. 7 project and attempt to receive more favorable bids. This option will delay the Module No. 7 completion date of January 2007.

Fiscal Impact: None

Staff Recommendation

Option #1

10/11/2004
Roy L. Wolfe *Date*
Manager, Corporate Resources

10/18/2004
Ronald R. Gastelum *Date*
Chief Executive Officer

Attachment 1 – Detailed Report

Attachment 2 – Abstract of Bids

Attachment 3 – Financial Statements for Skinner Expansion No. 4 Program and Skinner Oxidation Retrofit Program

Attachment 4 – Robert A. Skinner Filtration Plant Location Map

Attachment 5 – Robert A. Skinner Filtration Plant Reliability and Quality Program Refinements to the Program Negative Declaration

Attachment 6 – Robert A. Skinner Filtration Plant Reliability and Quality Program, Refinements to the Program Negative Declaration, and Responses to Comments

BLA #2605

Detailed Report

The Robert A. Skinner Filtration Plant was placed into service in 1976 to supply treated water to Riverside and San Diego counties. Since its original construction, the plant has been expanded three times and now consists of six treatment modules that are operated as two distinct filtration plants (Plants 1 and 2). Plants 1 and 2 have capacities of 240 million gallons per day (mgd) and 280 mgd, respectively, for a total combined rated capacity of 520 mgd. The plant typically treats a blend of State project water and Colorado River water. Plant 1 uses conventional water treatment processes including coagulation, flocculation, sedimentation, filtration, and disinfection. Plant 2 is a direct filtration plant similar to Plant 1, but without the sedimentation process.

Metropolitan's member agencies that receive water from the Skinner filtration plant include Eastern Municipal Water District, Western Municipal Water District of Riverside County, and San Diego County Water Authority. With the exception of a small portion of Eastern's service area, which can receive water from the Henry J. Mills Filtration Plant during non-peak flows, the Skinner service area is unable to receive treated water from any other Metropolitan treatment plant within Metropolitan's service area.

Background/Purpose

In July 2003, Metropolitan's Board authorized the final designs of Skinner Expansion No. 4 and the Skinner Oxidation Retrofit Program (ORP). The Skinner Expansion No. 4 will include addition of the 110-mgd Module No. 7, a 34-mgd Washwater Reclamation Plant No. 3, a reclaimed washwater pumping station, new and consolidated chemical tank farms and feed systems, solids handling facilities expansion (one additional belt press and a solids pump), new water pumping stations, yard piping, and related work. Construction of Module No. 7 is scheduled for completion in January 2007. The Skinner ORP will retrofit the expanded plant to treat water with an ozone disinfection system.

Staff has identified the need for several procurement and construction contracts to most efficiently implement the Skinner Expansion No. 4 and Skinner ORP work. In October 2003, Metropolitan's Board awarded a contract, as part of the Skinner Expansion No. 4 Program, to pre-purchase approximately 1,300 linear feet of steel pipe. The pipe will be part of the Module No. 7 influent piping and will be used to temporarily re-route reclaimed washwater while other construction takes place. The pipe has been fabricated and was delivered to the Skinner plant in March 2004.

In May 2004, Metropolitan's Board awarded a site preparation construction contract that will prepare the Skinner site for the subsequent major construction contracts. Notice-to-Proceed for this contract was issued in June 2004. Work within the site preparation includes excavation, construction of access roads, rough grading, installation of an engine-generator, demolition and relocation of existing utilities, installation of chain link fence and gates, construction of a slurry wall and installation of Metropolitan-furnished welded steel pipe. The site preparation for Module No. 7 is expected to be completed in November 2004 while the rest of the site, including the ORP site, is expected to be completed in June 2005.

Skinner Module No. 7

The Module No. 7 project includes site work, yard piping, flocculation, and sedimentation basins, filters, solids collection system, used washwater return system, potable and fire water pumping station, chemical injection systems, a control system, electrical switchgear building, and related work. The project was advertised for bids in July 2004 and bids were received on September 10, 2004. As shown in Attachment 2, two bids were received and opened under Specifications No. 1489 for Skinner Module No. 7. The low bid from J.R. Filanc Construction Co., in the amount of $76,383,645, complies with the requirements of the specifications. The engineer's estimate was $71.3 million. For this project, Metropolitan requires Small Business Enterprise (SBE) participation of at least 33 percent of the total construction bid. J.R. Filanc Construction Co. has met this requirement.

Metropolitan will utilize in-house staff to perform construction inspection of this contract. The scope of the project also includes Metropolitan force assistance for the contractor's work, including plant shutdown and plant tie-in work, pre-purchase of equipment required for the construction of a coal removal structure to support the

Module No. 7 start-up, and environmental mitigation monitoring, which will be performed by an environmental consultant under an existing professional services agreement.

In addition to constructing Skinner Module No. 7, the scope of the construction contract includes work in support of the Skinner Oxidation Retrofit Program. Attachment 3 includes financial statements for the two capital programs, which together equal the total requested funding of $91.19 million.

Program Milestones

- January 2007 – Completion of Module No. 7 construction

The Metropolitan Water District of Southern California

Abstract of Bids Received on September 10, 2004 at 2:00 P.M.

Specifications No. 1489

Robert A. Skinner Filtration Plant Expansion No. 4, Module No. 7

The contract consists of construction of Module No. 7 and related facilities for the Skinner Expansion No. 4 program.

Engineer's Estimate: $71,300,000

Bidder and Location	Total	SBE $	SBE %	Met SBE*
J.R. Filanc Construction Co., Oceanside, CA	$76,383,645	$25,942,492	33.96%	Yes
Kiewit Pacific Co., Santa Fe Springs, CA	$86,538,000	N/A	N/A	N/A

* SBE (Small Business Enterprise) Participation set at 33 percent
N/A – Not Applicable

Financial Statement for Skinner Filtration Plant Expansion No. 4 Program

A breakdown of Board Action No. 4 for Appropriation No. 15410 for the Skinner Filtration Plant Expansion No. 4 Program is as follows:

	Previous Total Appropriated Amount (May 2004)	Current Board Action No. 4 (Nov. 2004)	New Total Appropriated Amount
Labor			
Studies and Investigations	$ 580,000	$ 0	$ 580,000
Design and Specifications	8,099,000	0	8,099,000
Owner Costs (Program management, environmental monitoring)	1,395,200	3,200,000	4,595,200
Metropolitan Force Construction	260,000	557,000	817,000
Construction Inspection and Support	326,000	5,835,000	6,161,000
Materials and Supplies	843,400	755,000	1,598,400
Incidental Expenses	180,000	185,000	365,000
Professional/Technical Services (Environmental monitoring, Project Labor Agreement administration)	3,114,000	535,000	3,649,000
Equipment Use	50,000	165,000	215,000
Contracts	3,377,000	70,840,000	74,217,000
Remaining Budget	2,584,000	2,498,000	5,082,000
Total	**$20,808,600**	**$84,570,000**	**$105,378,600**

Funding Request

Program Name:	Skinner Filtration Plant – Expansion No. 4 Program		
Source of Funds:	Construction Funds (General Obligation, Revenue Bonds, Replacement and Refurbishment Fund)		
Appropriation No.:	15410	**Board Action No.:**	4
Requested Amount:	$ 84,570,000	**Capital Program No.:**	15410-S
Total Appropriated Amount:	$105,378,600	**Capital Program Page No.:**	E-56 (Approp. 15410)
Program Estimate:	$132,000,000*	**Program Goal:**	S-Supply and Delivery Reliability

*Revised from $112.0 million contained in fiscal year 2004/05 capital budget.

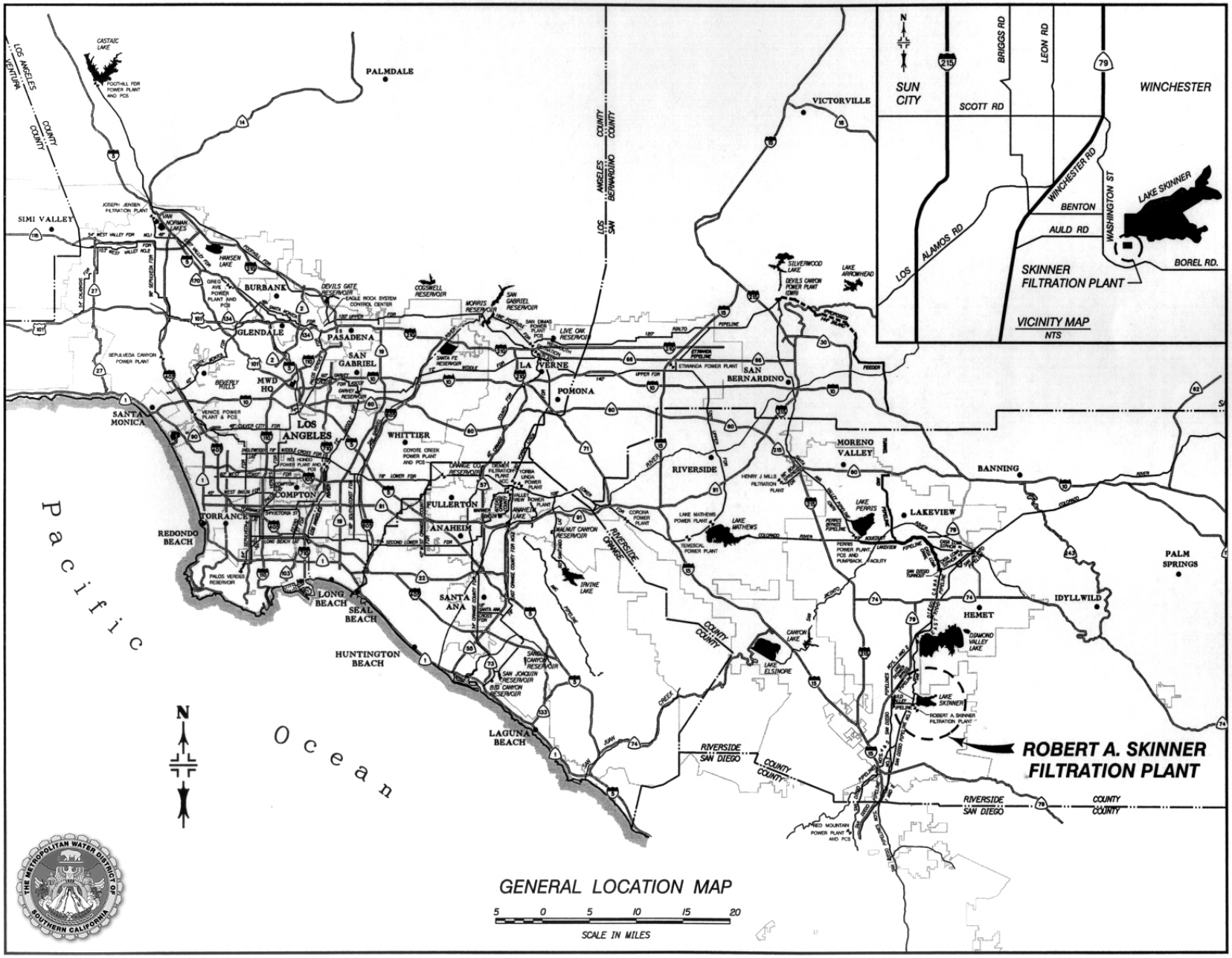
Financial Statement for Skinner Oxidation Retrofit Program

A breakdown of Board Action No. 5 for Appropriation No. 15388 for the Skinner Oxidation Retrofit Program is as follows:

	Previous Total Appropriated Amount (May 2004)	Current Board Action No. 5 (Nov. 2004)	New Total Appropriated Amount
Labor			
Studies and Investigations	$ 1,540,000	$ 0	$ 1,540,000
Design and Specifications	136,000	0	136,000
Owner Costs (Program management, environmental monitoring)	2,163,000	246,000	2,409,000
Submittals Review, Factory Testing	528,000	0	528,000
Metropolitan Force Construction	221,000	43,000	264,000
Construction Inspection and Support	686,000	450,000	1,136,000
Control System Integration	404,000	0	404,000
Materials and Supplies	258,000	35,000	293,000
Ozone Equipment Procurement	8,409,000	0	8,409,000
Incidental Expenses	235,000	15,000	250,000
Professional/Technical Services (Environmental monitoring, Project Labor Agreement administration)	13,608,000	40,000	13,648,000
Equipment Use	45,000	35,000	80,000
Contracts	2,452,000	5,544,000	7,996,000
Remaining Budget	4,577,000	212,000	4,789,000
Total	**$35,262,000**	**$6,620,000**	**$41,882,000**

Funding Request

Program Name:	Skinner Oxidation Retrofit Program		
Source of Funds:	Construction Funds (General Obligation, Revenue Bonds, Replacement and Refurbishment Fund)		
Appropriation No.:	15388	**Board Action No.:**	5
Requested Amount:	$ 6,620,000	**Capital Program No.:**	15388-W
Total Appropriated Amount:	$ 41,882,000	**Capital Program Page No.:**	E-68
Total Program Estimate:	$ 176,200,000	**Program Goal:**	WQ/Compliance


ROBERT A. SKINNER FILTRATION PLANT
GENERAL LOCATION MAP
SCALE IN MILES
5 0 5 10 15 20
VICINITY MAP
NTS
SKINNER FILTRATION PLANT
LAKE SKINNER
SUN CITY
WINCHESTER
SCOTT RD
BRIGGS RD
LEON RD
WINCHESTER RD
WASHINGTON ST
BENTON
AULD RD
BOREL RD.
LOS ALAMOS RD
Pacific Ocean
PALMDALE
VICTORVILLE
SIMI VALLEY
SANTA MONICA
LOS ANGELES
GLENDALE
BURBANK
PASADENA
SAN GABRIEL
LA VERNE
POMONA
SAN BERNARDINO
WHITTIER
COMPTON
TORRANCE
REDONDO BEACH
LONG BEACH
SEAL BEACH
HUNTINGTON BEACH
FULLERTON
ANAHEIM
SANTA ANA
LAGUNA BEACH
RIVERSIDE
MORENO VALLEY
BANNING
LAKEVIEW
HEMET
IDYLLWILD
PALM SPRINGS
LAKE ELSINORE
LAKE MATHEWS
LAKE PERRIS
DIAMOND VALLEY LAKE
IRVINE LAKE
RIVERSIDE SAN DIEGO COUNTY
LOS ANGELES VENTURA COUNTY
LOS ANGELES SAN BERNARDINO COUNTY

Robert A. Skinner Filtration Plant Reliability and Quality Program Refinements to the Program

Negative Declaration

MWD
METROPOLITAN WATER DISTRICT OF SOUTHERN CALIFORNIA

Report No. 1232
August 2004

The Metropolitan Water District of Southern California

Negative Declaration

Robert A. Skinner Filtration Plant Reliability and Quality Program Refinements to the Program

For additional information Regarding this document contact:

The Metropolitan Water District of Southern California
Environmental Planning Team
P.O. Box 54153
Los Angeles, California 90054-0153

Mr. Jeff Ford
(213) 217-5687

Metropolitan Report No. 1232

August 2004

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APPENDICES

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LIST OF FIGURES

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SECTION 1
PROJECT DESCRIPTION

1.0 Introduction

The Metropolitan Water District of Southern California (Metropolitan) is proposing refinements to the way in which the Robert A. Skinner Filtration Plant Reliability and Quality Program currently is planned to be constructed. Eight of the nine refinements are associated with either the approved 630-million gallons daily (mgd)g Oxidation Retrofit Program (ORP) or Skinner Expansion No. 4. The other refinement would be to the alignment of the main entrance to the plant. The environmental impacts associated with the ORP and Expansion No. 4 were addressed as part of an overall improvement program in the Robert A. Skinner Filtration Plant Reliability and Quality Program Final Program Environmental Impact Report (FPEIR), which was certified by Metropolitan's Board of Directors on July 8, 2003. This document analyzes the changes in those impacts resulting from the proposed refinements. The alignment to the plant's main entrance is solely analyzed in this document.

The refinements include:

1. On-site concrete batch plant and access roadway improvements
2. Ozone contactor rejection structure extension
3. New plant influent meter structure access road
4. Second access road to the future field construction offices
5. New Southern California Edison (SCE) 33 kV electrical aboveground/underground ductbank
6. Site expansion for the 33 kV switchyard
7. ORP site storm water discharge to constructed wetland
8. Realignment of the plant's main entrance
9. Relocation of the ORP universal power supply cases and ductbank

The characteristics of each of the nine refinements are described in Section 1.3 (Project Description).

Metropolitan prepared a Mitigated Negative Declaration (MND) that addressed an additional construction use area and temporary creek crossing, new fencing, and change in work schedule associated with the approved 630-mgd ORP and filtration Module Number Seven (Module 7) at the Skinner Plant. Metropolitan's Board of Directors approved the MND on May 11, 2004. The additional construction use area would serve the ORP construction site and access between them would require the temporary crossing of Tucalota Creek. The previous MND also addressed new fencing along the Benton Road extension in the plant property west of Washington Street. The fencing would be on both sides of the road with gates to the plant's service roads in the area; the existing gate near Washington Street would be left open to permit access for construction and plant personnel. In addition, this MND addressed the potential impacts of a change in construction work hours for the approved ORP and Module 7. This MND was the first document tiered off of the FPEIR.

1.1 Location

Regionally, the Skinner Plant is located southwest of Lake Skinner in unincorporated southwestern Riverside County approximately ten miles southwest of the city of Hemet, five miles east of the city of Murrieta, and five miles northeast of the city of Temecula (see **Figure 1-1** (Regional Location Map)). Locally, the Skinner Plant is located east of Winchester Road at the east end of Auld Road (see **Figure 1-2** (Local Vicinity Map)). Locally, the 396-acre Skinner Plant is located immediately west of Lake Skinner. The Lake Skinner Dam forms a portion of the eastern boundary of the Skinner Plant. The Skinner Plant is found on Bachelor Mountain 7.5' USGS Quadrangle T7S R2W. **Figure 1-3** (Aerial Photograph of the Skinner Plant) presents an aerial photograph of the Skinner Plant.

1. On-site Concrete Batch Plant and Access Roadway Improvements

As part of the proposed refinements, a concrete batch plant would be located on-site, which would mix and blend concrete materials and deliver the batch mix material directly to a concrete mixing truck. The concrete batch plant would be located along the south side of Benton Road approximately 2,000 feet east of Washington Street within the plant's boundaries. The concrete batch plant would be north of the additional construction use area in the open area north of Tucalota Creek. The existing dirt road running between the additional construction use area and Benton Road would be improved to a maximum width of 30 feet with an 18-inch thick gravel surface to allow cement trucks to travel along it to the ORP construction area. The location of the concrete batch plant and the access roadway that would be improved are shown in **Figure 1-4** (Concrete Batch Plant and Access Roadway).

2. Ozone Contactor Rejection Structure Extension

The ozone contactor rejection structure extension would extend the rejected water discharge pipe, approved as part of the OPR, to a concrete and riprap lined open channel and then into Tucalota Creek. The ozone contactor rejection structure would be located northeast of the approved ORP site, and east of the three sludge water overflow ponds and is shown in **Figure 1-5** (Refinements Located Near the Main Skinner Plant).

3. New Plant Influent Meter Structure Access Road

The new plant influent meter structure access road would be located 200+ feet east of the approved ORP site. The access road would extend in a northerly direction from the existing reservoir access road to the proposed influent conduit meter structure, as shown in **Figure 1-5** (Refinements Located Near the Main Skinner Plant).

4. Second Access Road to the Future Field Construction Offices

A second access road to the future field construction offices, approved as part of the ORP, would be located south of the existing sludge drying basins in the southeast portion of the Main Skinner Plant facility. The proposed location of the second access road to the future field offices is shown in **Figure 1-5**.

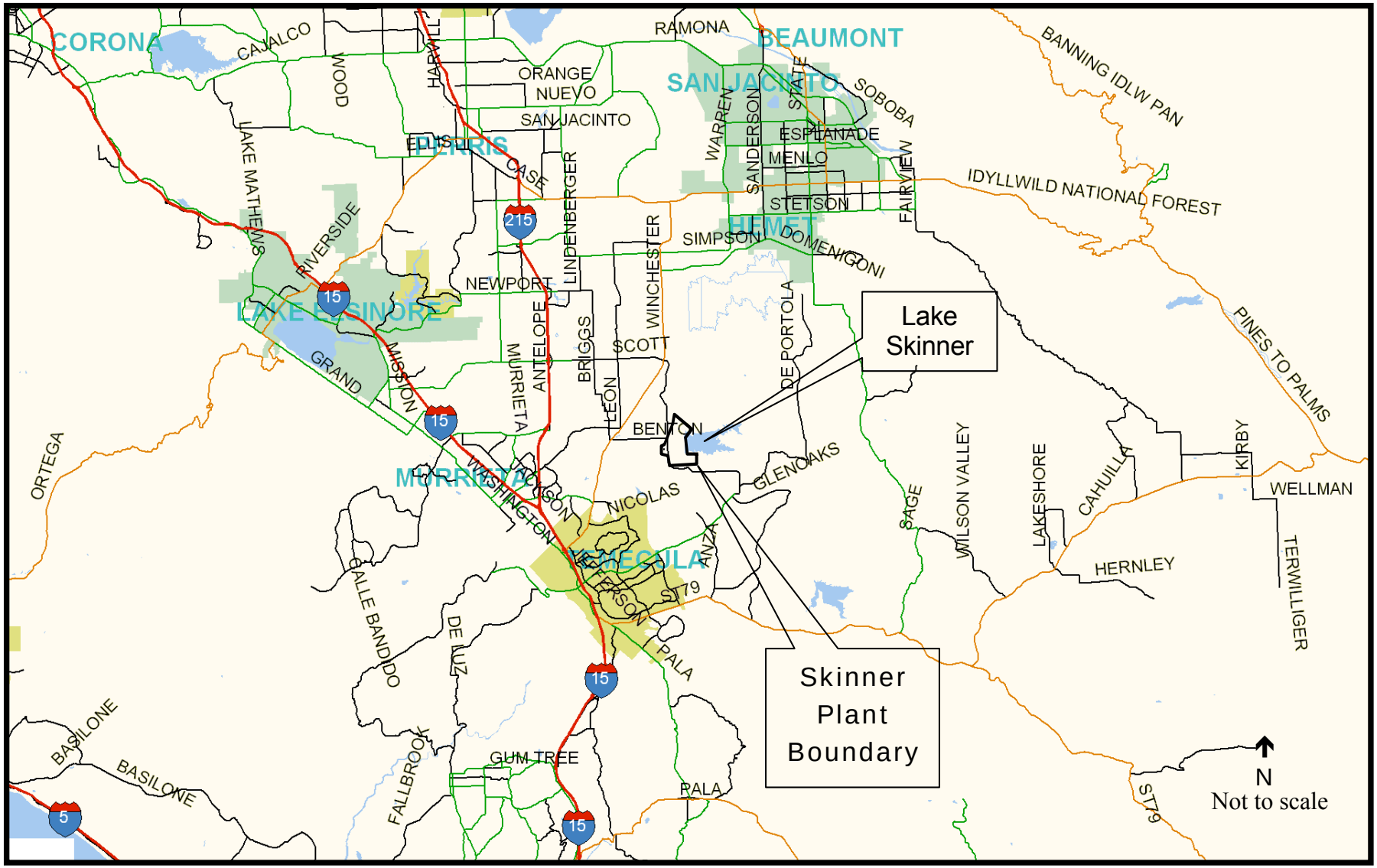

Figure 1-1
Regional Location Map

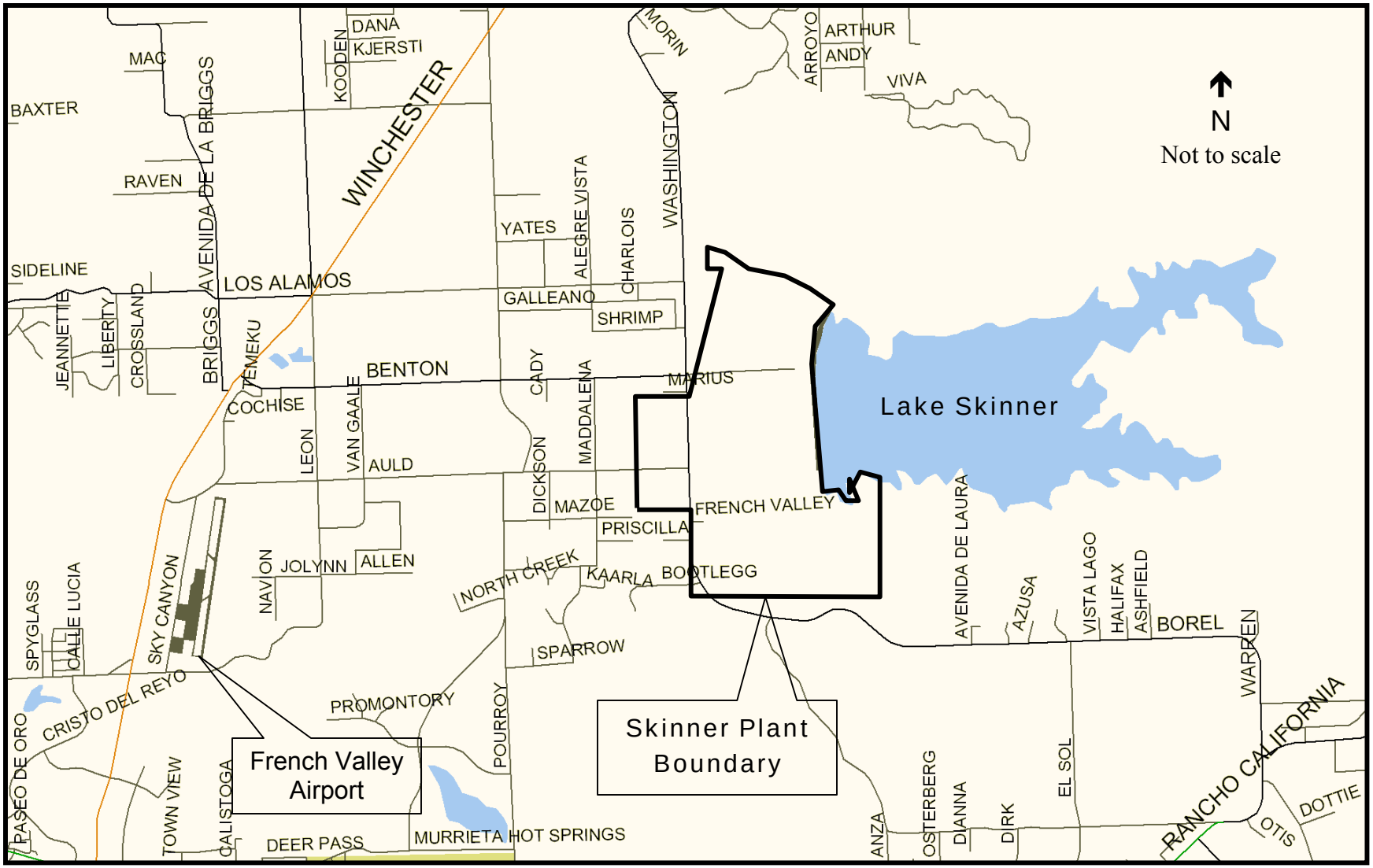

Figure 1-2
Local Vicinity Map

Figure 1-3
Aerial Photograph of the Skinner Plant

Figure 1-4
Concrete Batch Plant and Access Roadway

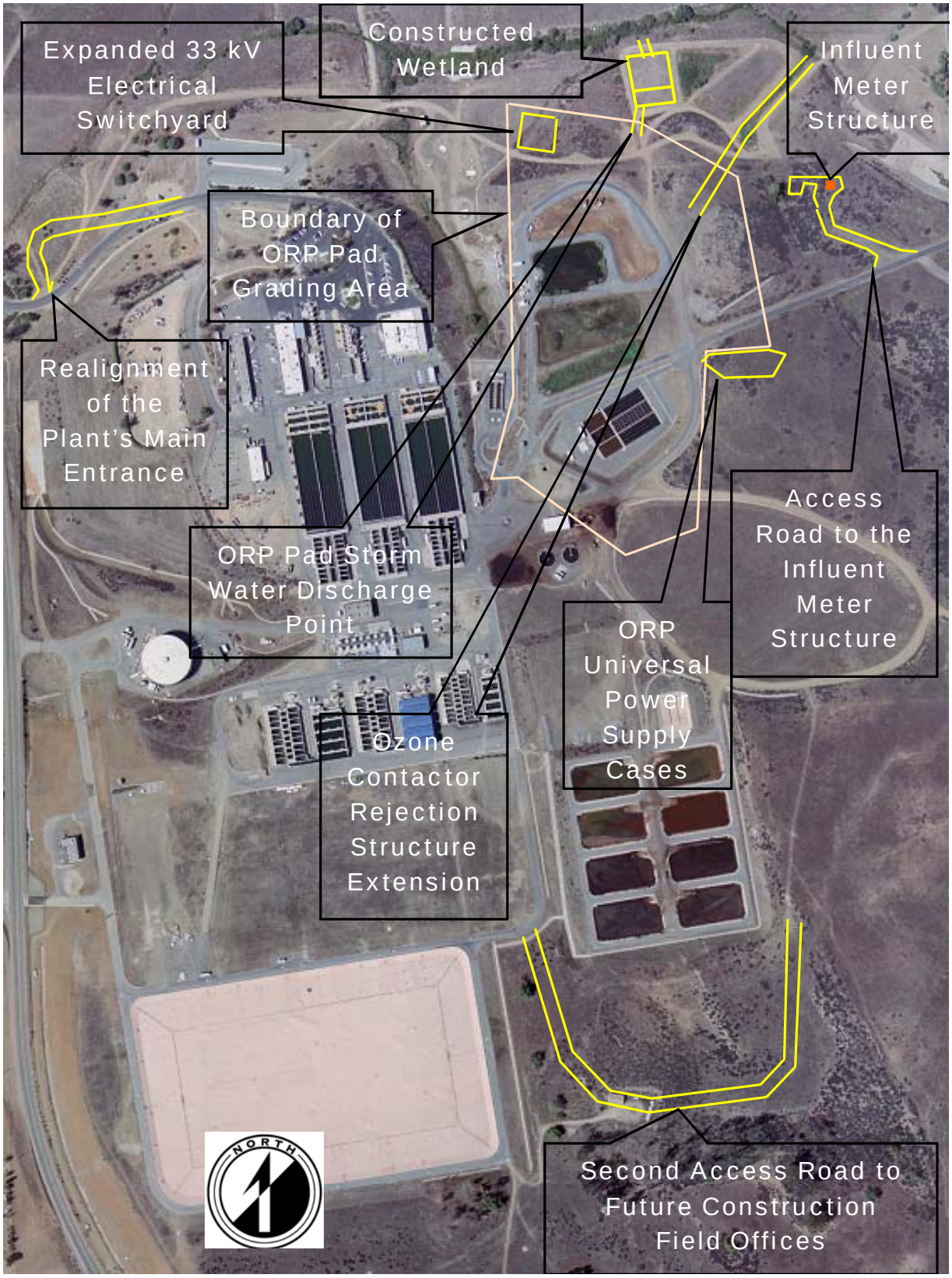

Figure 1-5
Refinements Located Near the Main Skinner Plant

5. New Southern California Edison 33 kV Electrical Aboveground/Underground Ductbank

A new 33 kV electrical line would start at the existing SCE Auld substation off of Liberty Road, and it would run in an underground ductbank along the route shown in **Figure 1-6** (New 33 kV Aboveground/Underground Electrical Ductbank). The 33 kV electrical line would travel underground for approximately five miles in the following streets: Liberty Road to Los Alamos Road to Thompson Road to Pourroy Road to Benton Road to Washington Road. At the intersection of Benton Road/Washington Street, the line would go aboveground on a new set of poles running on the west side of Washington Street. The new poles would replace the existing poles along Washington Street. This run would continue down to the existing Skinner Plant entrance. In front of the Skinner Plant, the line would be dropped below ground and run in a new ductbank through the plant entrance and in the new ORP road to the new 33 kV electrical switchyard on the ORP site.

6. Site Expansion for the 33 kV Switchyard

A 33 kV electrical switchyard was approved to replace the existing 12 kV service as part of the ORP facility. Further discussions with SCE personnel determined the 33 kV switchyard would need to be larger than what was approved. The switchyard would remain in its current location and be expanded to meet Edison's requirement for space. The previously approved switchyard was designed to be 65 feet by 50 feet (3,250 square feet); the expanded switchyard would be 80 feet by 113 feet (9,040 square feet). The expansion would be necessary to allow an access driveway through the middle of the switchyard, and to provide increased distance between the various pieces of equipment. The location of the proposed expansion of the 33 kV electrical switchyard is shown in **Figure 1-5**.

7. ORP Site Storm Water Discharge to Constructed Wetland

Five storm water discharge points were approved for the ORP site. This refinement would relocate the discharge points so that all surface runoff from the ORP site would discharge into the westernmost of the sludge water overflow ponds, which is being modified into a 0.26-acre wetland as an approved mitigation measure from the FPEIR. **Figure 1-5** shows the proposed location of the discharge pipe into the WWRP No 2 rejection pond.

8. Realignment of the Plant's Main Entrance

The plant's main entrance would be realigned as one of the refinements. While the plant entrance would remain unchanged, the plant's entry roadway would be rerouted to the north of the existing entrance roadway as shown in **Figure 1-5**. The existing guardhouse would be demolished and a new guardhouse would be constructed within the center of the roadway.

9. Relocation of the ORP Universal Power Supply Cases and Ductbank

Formerly located on the main building pad for the ORP, the universal power supply cases (UPCs) would be located south of the existing reservoir access road on the south side of the ORP pad. This would require the creation of a flat pad 90 feet long by 25 feet wide. A single-story structure would

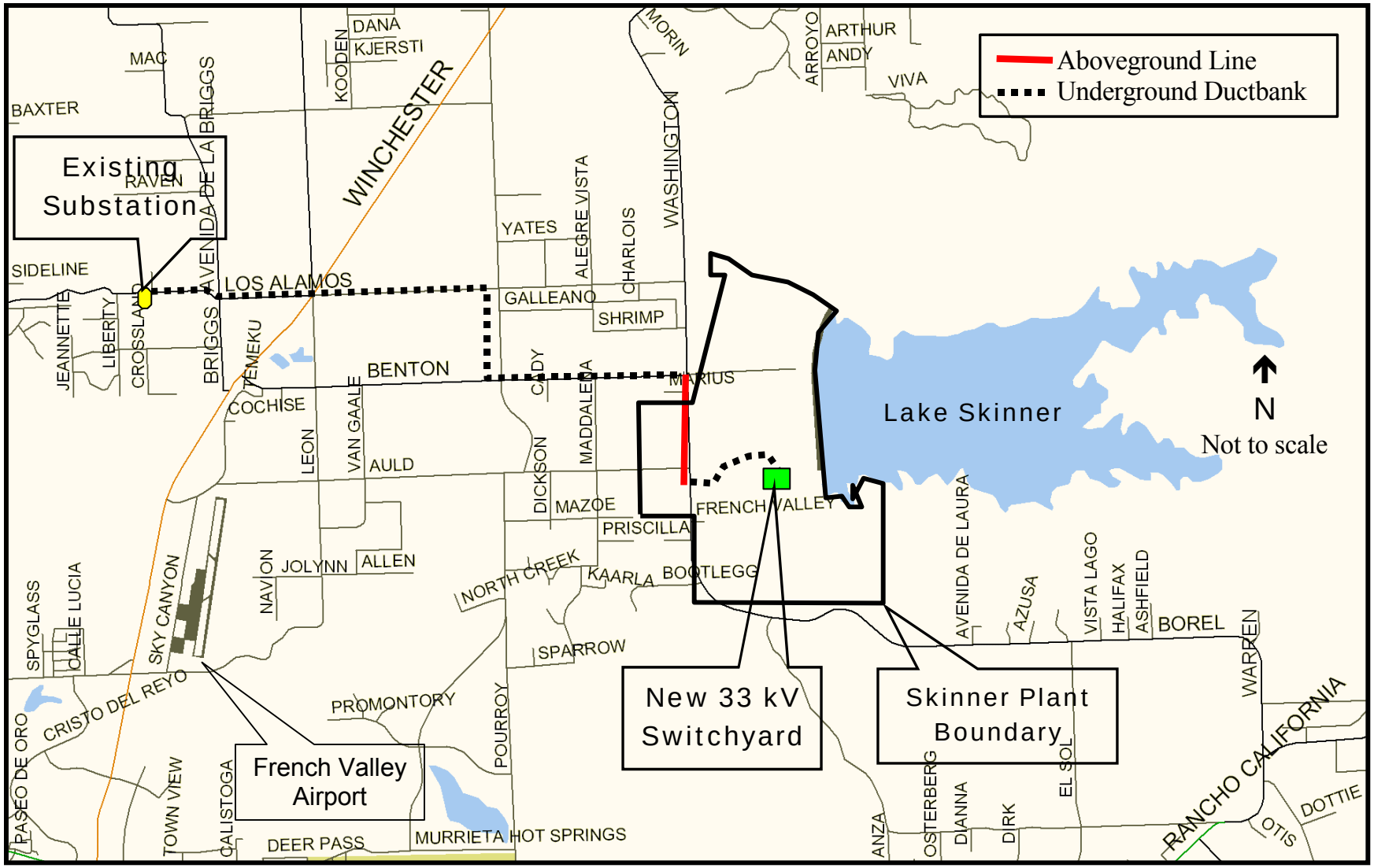

Figure 1-6
New 33 kV Aboveground/Underground Electrical Ductbank

be placed on the pad to house the UPCs. Grading would require that a two to one slope approximately 15 feet high and 30 feet wide be created to accommodate the new pad.

1.2 Project Background and Tiering of the Environmental Document

1.2.1 Need for the Proposed Refinements

Metropolitan will be implementing the previously approved Robert A. Skinner Filtration Plant Reliability and Quality Program (Program) to expand and upgrade the existing treatment systems at the Skinner Plant. The Skinner Plant treats drinking water that is supplied to Metropolitan's member agencies: Eastern Municipal Water District of Riverside County, Western Municipal Water District of Riverside County, the San Diego County Water Authority, and their subagencies. The approved Program includes numerous individual projects, each occurring within the existing footprint of the Skinner Plant, that will augment the existing treatment processes and expand the plant's total treatment capacity design from 520 mgd to 630 mgd. The need for the proposed refinements is discussed below.

1. <u>On-site Concrete Batch Plant and Access Roadway Improvements</u>

The ORP facilities will be located northeast of Plant 1 where the reclaimed wash water and retention basins (A and B) are currently sited. It was conceived in the FPEIR that the batch plant for mixing concrete for Module 7 and the ORP facility would be located off-site and the concrete would be trucked to the Skinner Plant site. A large amount of concrete is needed to construct Module 7 and the ORP facility. Recently it was estimated that between 40 and 80 truck trips would be required daily during large pours for Module 7 alone; pours for the ORP facility would be in addition to this number. Therefore, locating a ready mix batch plant on-site would be more cost effective and reduce the amount of truck trips on the local street system. Moreover, locating the concrete batch plant along Benton Road would keep the concrete mix trucks on the Skinner Plant site. However, locating the concrete batch plant at this site would require the dirt road north of the additional construction use area to be improved to safely accommodate the expected number of truck trips originating from and returning to the concrete batch plant site. Metropolitan's Board has already approved improvements to the roadway between the additional construction use area and the ORP site on May 11, 2004.

2. <u>Ozone Contactor Rejection Structure Extension</u>

The original ORP design had the ozone contactor rejection pipe ending just north of the ORP site and 40 feet south of the existing Lake Skinner outlet pipe. Discharging water would have entered a drainage ditch that would direct the water to Tucalota Creek. Discharging water at the original design point would have resulted in possible erosion around the Lake Skinner outlet pipe, possibly undermining the pipe. The ozone contactor rejection structure extension would be necessary to prevent this erosion from occurring.

3. New Plant Influent Meter Structure Access Road

The approved ORP facility influent pipe would enter the site from the east. The influent meter structure would be located approximately 270 feet east of the ORP pad. The original design had no separate access road to service this structure. The new plant influent meter structure access road would be required to provide adequate service and maintenance access to this structure. This access road would also provide access to a pump well and the blowoff structure, which would be located approximately 200 feet to the west of the influent meter structure. Access to the blowoff structure would be via a dirt road that would extend to the west from the influent meter structure access road turn around by the pump well.

4. Second Access Road to the Future Field Construction Offices

A second access road to the future field offices would be located south of the existing sludge drying basins in the southeast portion of the main Skinner Plant facility. The second access would be required to route personnel traffic away from the main Skinner Plant operations during the construction phases of the Program. The second access road would provide a safer route for traffic going to the future field offices that would avoid the active construction areas on-site. The field construction offices were part of the project analyzed in the FPEIR and this document only analyzes the additional access.

5. New Southern California Edison 33 kV Electrical Aboveground/underground Ductbank

The total electricity demand of the Skinner Plant would be increased after the completion of the new ORP facilities. To meet the increase in total electricity demand a new 33 kV service would be needed. The preliminary design report indicates that this service would be provided from an existing SCE substation that is approximately seven miles from the Skinner Plant facility.

6. Site Expansion for the 33 kV Switchyard

The approved design of the ORP facility also includes a new 33 kV electrical switchyard. It has since been determined that the size of the electrical switchyard would need to be expanded in order to provide sufficient space for the new equipment and allow vehicle access to the switchyard.

7. ORP Site Storm Water Discharge to Constructed Wetland

The approved design of the ORP facility included five-stormwater discharge points from which runoff would drain from the ORP site. In order to allow the creation of a wetland to mitigate impacts to another man made wetland as noted in the FPEIR, all five of the discharge points and all of the surface runoff would be directed into the westernmost of the sludge water overflow ponds. A 0.26-acre wetland would be created within that pond. The pond would be divided into two areas by the construction of a new berm in an east-west direction. The southern area of the divided rejection pond would be a 3,250-cubic foot prefiltration forebay that would accept storm runoff through a pipe from the OPR site in order to slow the stormwater and remove any suspended sediments. The storm

runoff would discharge from the prefiltration forebay into the wetland via an outlet weir structure.[1] A supplemental water supply would also be available to the wetland from the Lake Skinner Outlet Pipe and from on-site irrigation. The wetland would discharge water to Tucalota Creek at its north end through an outlet weir and valve structure.

8. Realignment of the Plant's Main Entrance

The plant's main entrance would be realigned as one of the refinements. While the plant entrance would remain unchanged, the plant's entry roadway would be rerouted to the north of the existing entrance roadway. The reason for realigning the main entrance roadway is to increase security at the main gate, to provide better circulation for vehicles entering and exiting the site, and to provide an improved vehicle rejection route.

9. Relocation of the ORP Universal Power Supply Cases and Ductbank

The Universal Power Supply Cases would be relocated to an area where there would be less interference from ORP operations and where there would be more room to accommodate the larger than originally anticipated UPCs. A ductbank that currently goes underneath the road immediately south of the ORP site would be located would be moved to the top of the slope around the washwater reclamation plant and to the new UPC site. This would eliminate the need to temporarily route power through the ORP construction area.

1.2.2 Tiering of the Environmental Document

On July 8, 2003, Metropolitan's Board of Directors certified the FPEIR for the Program and approved the final design of the Program. The FPEIR analyzed numerous Program components for the Skinner Plant, including the ORP facilities. On that same date the Board also adopted Findings of Fact, a Statement of Overriding Considerations regarding significant unavoidable adverse construction-related air quality impacts, and a Mitigation Monitoring and Reporting Program (MMRP).

Section 15152(a) of the *State CEQA Guidelines* states; "'Tiering' refers to using the analysis of general matters contained in a broader EIR (such as one prepared for a general plan or policy statement) with later EIRs and negative declarations on narrower projects; incorporating by reference the general discussions from the broader EIR; and concentrating the later EIR or negative declaration solely on the issues specific to the later project." Section 15152(g) of the *State CEQA Guidelines* states; "There are various types of EIRs that may be used in a tiering situation. These include, but are not limited to the following: (3) Program EIR (Section 15168)."

One document has already been tiered off of the FPEIR. On May 11, 2004, Metropolitan's Board of Directors adopted the MND and approved the Robert A. Skinner Filtration Plant Reliability and Quality Program Additional Construction Use Area and Extension. An associated Mitigation Monitoring and Reporting Program was also approved at that time.

[1]/ An outlet weir structure is a custom-designed outlet control structure engineered to meet precise permit requirements and stormwater quantity management regulations.

The potential impacts of the overall Program already were analyzed as part of the FPEIR. For this reason, the discussion contained in this Negative Declaration (ND) focuses on those potential impacts that were not assessed previously, making reference to the FPEIR where necessary. This ND document is a second tier document to the FPEIR. This ND analyzes specific changes to the manner in which the approved Program is being implemented that were not known at the time the FPEIR was certified and the MND was approved. The specific changes being analyzed are fully described below in Section 1.3 (Project Description).

1.2.3 Incorporation by Reference

Because of their relevance to the current proposed project, the Draft and Final Program Environmental Impact Report for the Robert A. Skinner Filtration Plant Reliability and Quality Program, the Findings of Fact and Statement of Overriding Considerations and all of the studies cited in those documents are hereby incorporated by reference (Section 15150 of the State CEQA Guidelines). Also incorporated by reference is the Mitigation Monitoring and Reporting Program. In addition, the MND for the Robert A. Skinner Filtration Plant Reliability and Quality Program Additional Construction Use Area and Creek Crossing is hereby incorporated by reference. Copies of these documents are available for public review during regular business hours at the offices of the Metropolitan Water District's Reference and Research Center at 700 North Alameda Street, Los Angeles, California.

For the convenience of the reader, a statement referring to the relevant sections of the FPEIR is included at the beginning of each discussion for each of the environmental factors addressed in Section 3.

1.3 Project Description

Metropolitan is proposing nine refinements to the Robert A. Skinner Filtration Plant Reliability and Quality Program. The nine refinements include:

1. On-site concrete batch plant and access roadway improvements
2. Ozone contactor rejection structure extension
3. New plant influent meter structure access road
4. Second access road to the future field construction offices
5. Right-of-way of new SCE 33 kV electrical aboveground/underground ductbank
6. Site expansion for the 33 kV switchyard
7. ORP site storm water discharge to constructed wetland
8. Realignment of the plant's main entrance
9. Relocation of the ORP universal power supply cases and ductbank

No aspect of the proposed refinements would result in an increase in the number of new employees or staff in the area. The characteristics of each of the nine refinements are described below.

1. <u>On-site Concrete Batch Plant and Access Roadway Improvements</u>

A concrete batch plant would be set-up within the plant's boundaries to produce transit mixed concrete and allow for shorter distances to transport the concrete. Aggregate (sand, gravel or crushed rock) is mixed with cement to produce concrete for loading into trucks equipped with rotary drum mixers. Metropolitan proposes to clear approximately 4.6 acres (500 feet by 400 feet) for a possible concrete batch plant on the south side of Benton Road inside the Skinner Plant property line approximately 2,000 feet east of Washington Street, as shown in **Figure 1-4** (Concrete Batch Plant and Access Roadway). This area would be used to mix concrete and store the equipment, materials and trucks required to perform this service. Large amounts of concrete are required to construct the ORP facility for foundations and internal and external walls. The existing dirt roadway that extends north from the additional construction use area to Benton Road would be improved to allow the concrete trucks to safely travel from the concrete batch plant to the closest point on the Skinner Plant site where an improved road already exists. As described above, the FPEIR assumed the concrete batch plant would be located offsite. Locating the concrete batch plant on-site would improve the availability of large amounts of concrete when needed, reduce the number of large construction trucks on the local street system, and reduce the cost of producing the concrete. The concrete batch plant would have perimeter fencing with a gate along Benton Road. Temporary lighting would be placed throughout the concrete batch plant for safety and security purposes. Material delivery trucks and construction workers would access the concrete batch plant from the north off of Benton Road. After construction of the ORP facilities is completed, the concrete batch plant would be removed and the land would be returned to its existing condition, and revegetated consistent with the surrounding area. All improvements made within the concrete batch plant would be removed and the area would be allowed to revegetate on its own.

The construction of the concrete batch plant would require a moderate amount of grubbing and grading of the surface area to provide a level vegetation free surface. The maximum amount of graded surface from the proposed refinements that would occur on any day would be 4.6 acres,

which is the entire batch plant site. During the maximum workday a total of four heavy pieces of equipment (an excavator, a backhoe, a bulldozer, and a grader) and one water truck (for dust control) would be operating. Grading operations, therefore, would be completed within one to two days. Completion of all of the components (grading, fencing, lighting, etc.) of the concrete batch plant would be completed immediately after grading. Installation of the concrete mixing equipment would occur after the site has been properly prepared.

This proposed refinement also would necessitate improvements to the approximately 17-foot wide existing access road between Benton Road and the additional construction use area to the south. **Figure 1-7** (Concrete Batch Plant Access Roadway) shows a preliminary drawing of the proposed access roadway improvements. This temporary roadway would be needed to connect the concrete batch plant to the additional construction use area, which already is connected to the northerly service access roadway to the ORP facilities. The access roadway would be designed to accommodate concrete trucks that would haul concrete and materials between the concrete batch plant and the construction site of the ORP facilities. The access roadway would be 30 feet wide including the shoulders, and approximately 1,500 feet long. The road surface would be 25 feet wide and there would be a 2½-foot shoulder on each side. The construction of the access roadway would require the removal of approximately 13 feet of existing vegetation to accommodate the improved roadway width. **Figure 1-8** (North Access Road Typical Section) shows a typical cross section of the access road north of the additional construction use area. The access roadway would be compacted, and recessed between 12 and 18 inches. The recessed area would be filled with gravel. The improvements to the access roadway would be retained after construction of the Module 7 and the ORP facilities are completed. The construction of the concrete batch plant and the access roadway would occur at the same time as the construction of the additional construction use area and creek crossing. The concrete batch plant would be removed and abandoned in the summer of 2007.

BMP erosion control measures would be implemented during construction. These would include, but would not be limited to, preventing runoff from unprotected slopes, keeping disturbed areas to a minimum, and development of check berms and desilting basins during construction activities would also typically used to prevent offsite sediment transport. The BMP stormwater pollution interception system would be maintained to remove and dispose of all project construction-generated siltation that might occur before migrating offsite.

Temporary electrical power lines would be brought to the concrete batch plant from either power lines along Washington Street near its intersection with Benton Road via temporary wooden poles installed along Benton Road or placed adjacent to the access road. Light fixtures would be installed at locations throughout the concrete batch plant and along the access roadway to ensure safety and security. All outdoor light fixtures at the Skinner Plant utilize low-pressure sodium vapor (LPSV) lights in accordance with the "Special Lighting Area" requirements for the Mt. Palomar Observatory. Internal and external shielding louvers or baffles would be used on the lights to control light spill.

As described in the MND for the Robert A. Skinner Filtration Plant Reliability and Quality Program Additional Construction Use Area and Extension, the existing sliding gate that is located just east of

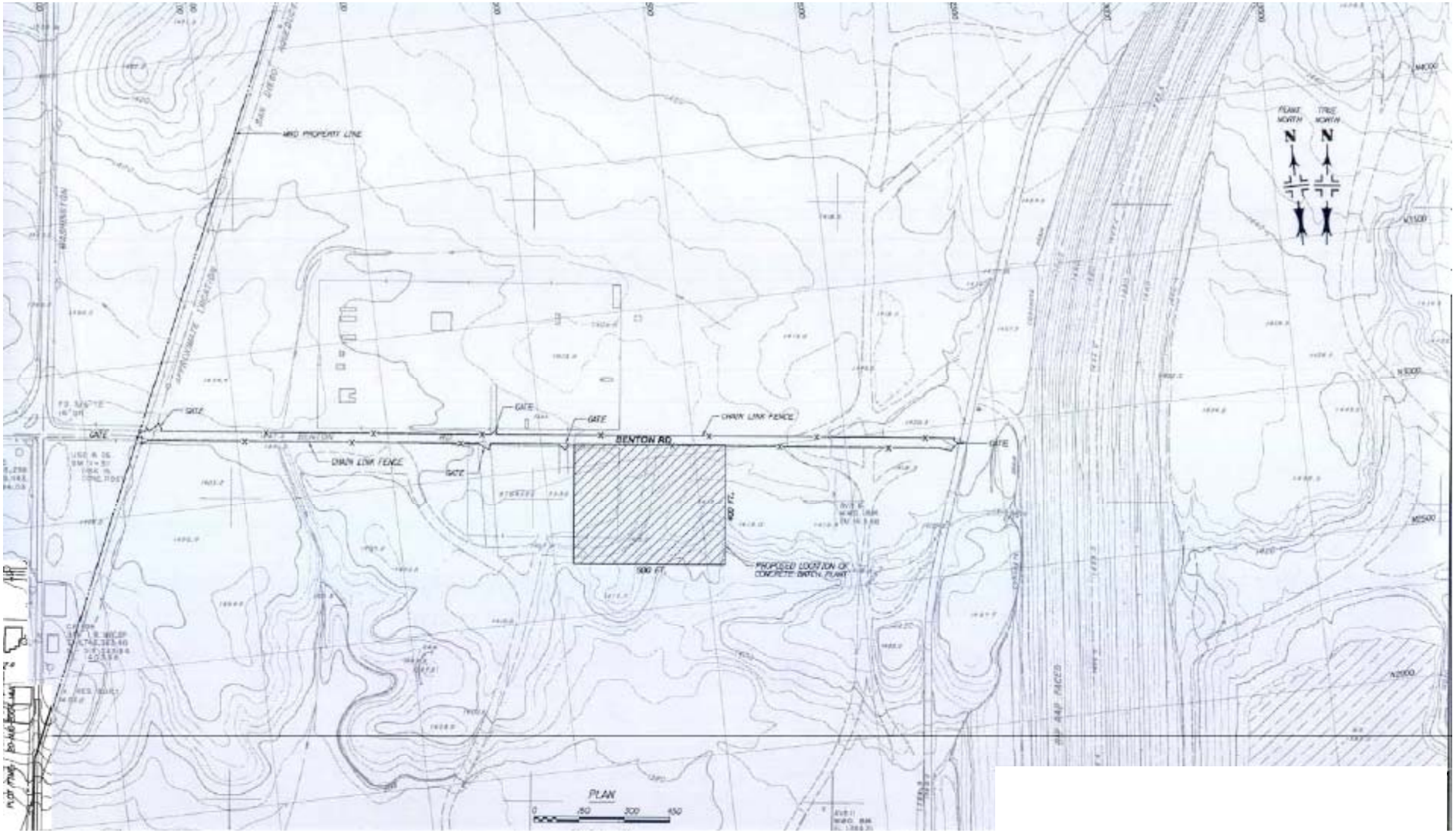

Figure 1-7
Concrete Batch Plant Location

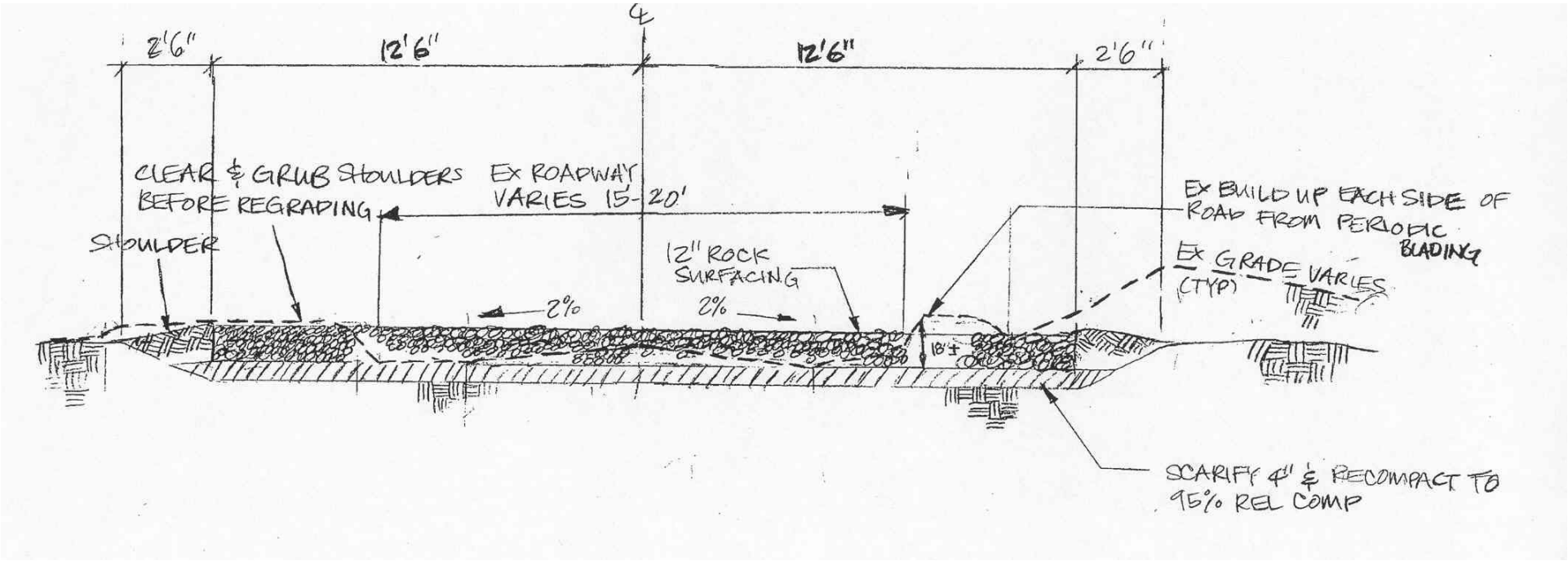

Figure 1-8
North Access Roadway Typical Section

Washington Street across Benton Road will be opened, and new chain link fencing six feet in height will be installed along both sides of Benton Road between the existing gate location and the eastern terminus of Benton Road (see **Figure 1-4**). A gate would be installed in the new chain link fencing on the south side of Benton Road where the entrance to the concrete batch plant gate would be located. The opening in the fencing would be closed once the concrete batch plant is removed in the summer of 2007.

2. Ozone Contactor Rejection Structure Extension

Metropolitan would extend the ozone contactor rejection conduit from its original design terminus at the north side of the ORP pad an additional 350 feet to the southeast corner of the sludge water overflow ponds. The area where the ozone contactor rejection conduit extension improvements would be made is in an area used for a dirt road and an existing channel. A three-foot high concrete head wall would be constructed at the north end of the rejection conduit and a new 240-foot long, 26-foot wide, and 3-foot deep concrete lined open channel would be constructed to a tributary of Tucalota Creek. Riprap would be added along the final ±65 feet of the channel before it discharges into Tucalota Creek. Additional riprap would be added to the banks of the tributary to Tucalota Creek where the discharge would occur. **Figure 1-9** (Rejection Pipe Extension and Concrete Lined Open Channel) shows the preliminary design of the rejection pipe extension and the concrete lined open channel. Permits from the U.S. Army Corps of Engineers and the California Department of Fish and Game would be required for this work since the area has "waters" of the United States and State that fall within those agencies' jurisdiction (refer to page 2-2 for specific permitting information).

The concrete lined open channel would be constructed to a point where it would discharge into a tributary of Tucalota Creek. The vegetation within the tributary to Tucalota Creek would be removed to allow for the placement of the riprap. The vegetation that would be removed is comprised of common riparian species that is disturbed to manmade nature of the channel, its use for plant operations and the existence of riprap in portions of the channel. The vegetation would be allowed to naturally return after the riprap has been constructed in place though this would not be possible where the channel will be concrete lined.

3. New Plant Influent Meter Structure Access Road

Metropolitan would construct a new access road for plant personnel to provide routine inspection and maintenance on the new plant influent meter structure and pump well. The new access road would extend in a northerly direction from the existing paved road as shown in **Figure 1-5**. The new access road would not be paved and would be located where an existing barren area used for vehicle access and extend to a turn-around at the new plant influent meter structure/pump well and would require the removal of approximately 0.22 acres of bare ground and non-native grassland. The access road would terminate at this location where it intersects with the ORP influent conduit. Where the ORP influent conduit is installed, a dirt road will remain over the pipe that will be maintained to provide maintenance and service access. Access to the ORP influent blowoff structure would be provided along this dirt road. **Figure 1-10** (New Plant Influent Meter Structure Access Road) shows the details of this new access road.

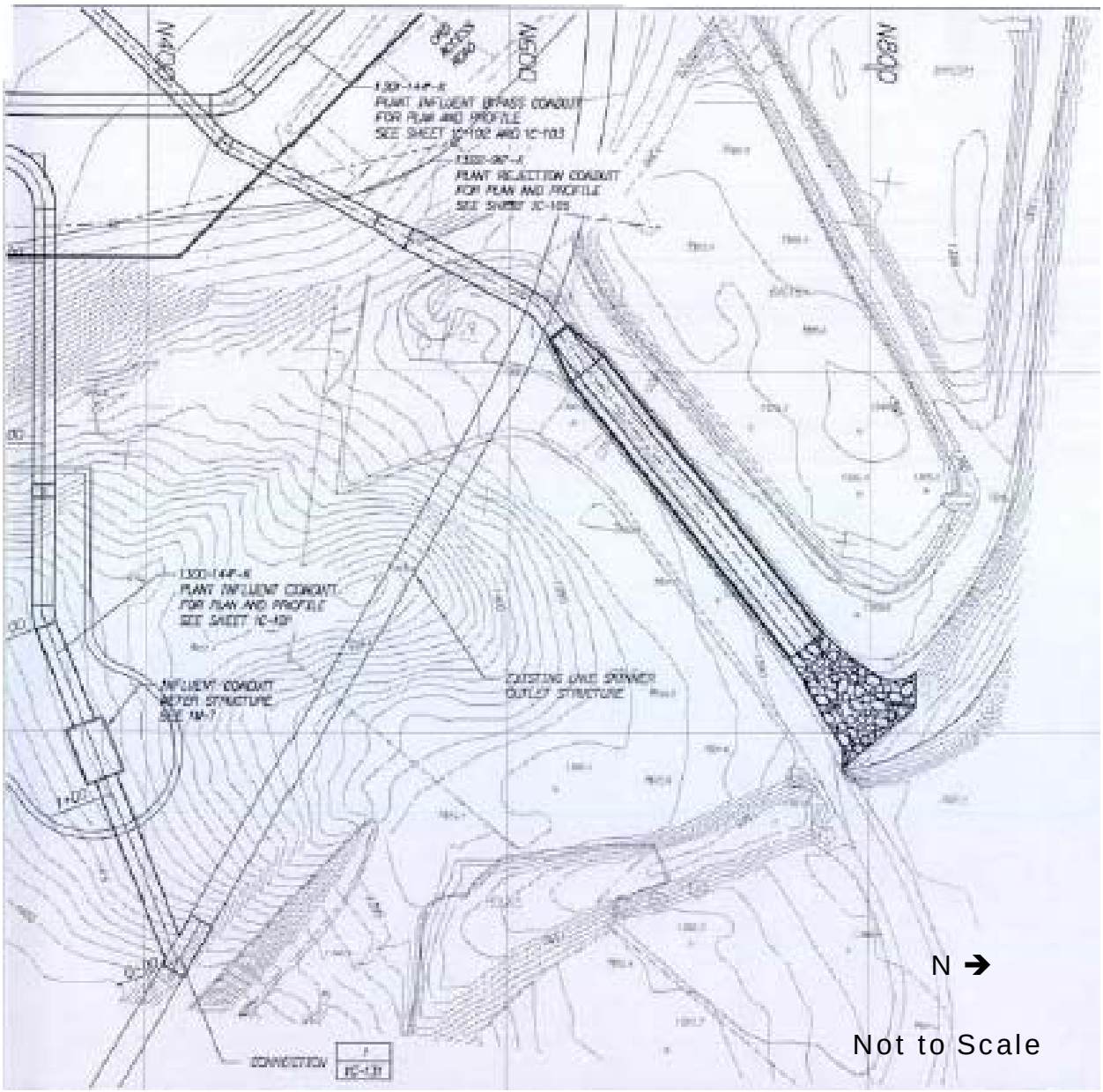

Figure 1-9
Rejection Pipe Extension and Concrete Lined Open Channel

Figure 1-10
New Plant Influent Meter Structure Access Road

4. Second Access Road to the Future Field Construction Offices

Metropolitan would construct a second access road to provide adequate access to the future field construction offices. The engineering details of the second access road to the future field construction offices are shown in **Figure 1-11** (Second Access Road to the Future Field Construction Offices). The new access road would extend for approximately 1,400 feet from its intersection with the existing paved road near the northeast corner of the Finished Water Reservoir in a southeasterly direction. The road would circle to the south of the existing sludge basins, as shown in **Figure 1-5**, and terminate at the site of the future field construction offices southeast of the sludge drying basins. The road would be 25 feet wide, and the surface would be asphalt paved. This location was selected because it would require the least amount of grading, and would impact only non-native grasslands that had no sensitive species in previous surveys. An abandoned garage would be demolished to make room for this roadway. Only a small amount of cut would be required on the north (upslope) side of the road, and fill on the south (down-slope) side of the road, as shown in **Figure 1-11**. The second access road would be retained when construction is complete and the field construction offices are removed in the summer of 2007.

5. New SCE 33 kV Electrical Aboveground/Underground Ductbank

In order to supply the Skinner Plant with a sufficient electrical supply Metropolitan would extend a new 33 kV electrical line. The new 33 kV electrical line would start at the existing SCE Auld substation off of Liberty Road. At this point the line would drop underground into an existing ductbank. The existing ductbank runs for approximately 3½ miles. At the point where the existing ductbank ends a new underground ductbank would be constructed by Metropolitan to complete the run to the intersection of Benton Road and Washington Street. The new underground electrical ductbank would be constructed entirely within public streets. The installation would occur in a linear fashion and would not be in any one location for more than five days. At the Benton Road/Washington Street intersection the new 33 kV electrical line would go aboveground and run along new poles installed along Washington Street. The existing poles in this area would be removed. All of the pole work would be constructed by SCE. The new poles would extend in a southerly direction along Washington Street/Borel Road until they reach the entrance to the Skinner Plant. At the plant entrance, the 33 kV electrical line would drop into another underground ductbank that would enter the Skinner Plant site near the main entrance to the plant off of Borel Road. The underground electrical ductbank would proceed along existing plant roads until it reaches the approved ORP service road, where it would proceed to the new 33 kV electrical switchyard located on the north side of the ORP pad. Metropolitan would construct this portion of the underground ductbank. All of the construction for the extension of the new 33 kV electrical line would occur within easements, within the public streets, or on the Skinner Plant property.

The entire offsite portion of the route has been part of a franchise agreement between the County and SCE and permitting is confined to the need for encroachment permits for work in a public right-of-way and a permit from the California Department of Transportation to allow construction of a ductbank crossing Winchester Road (SR 79).

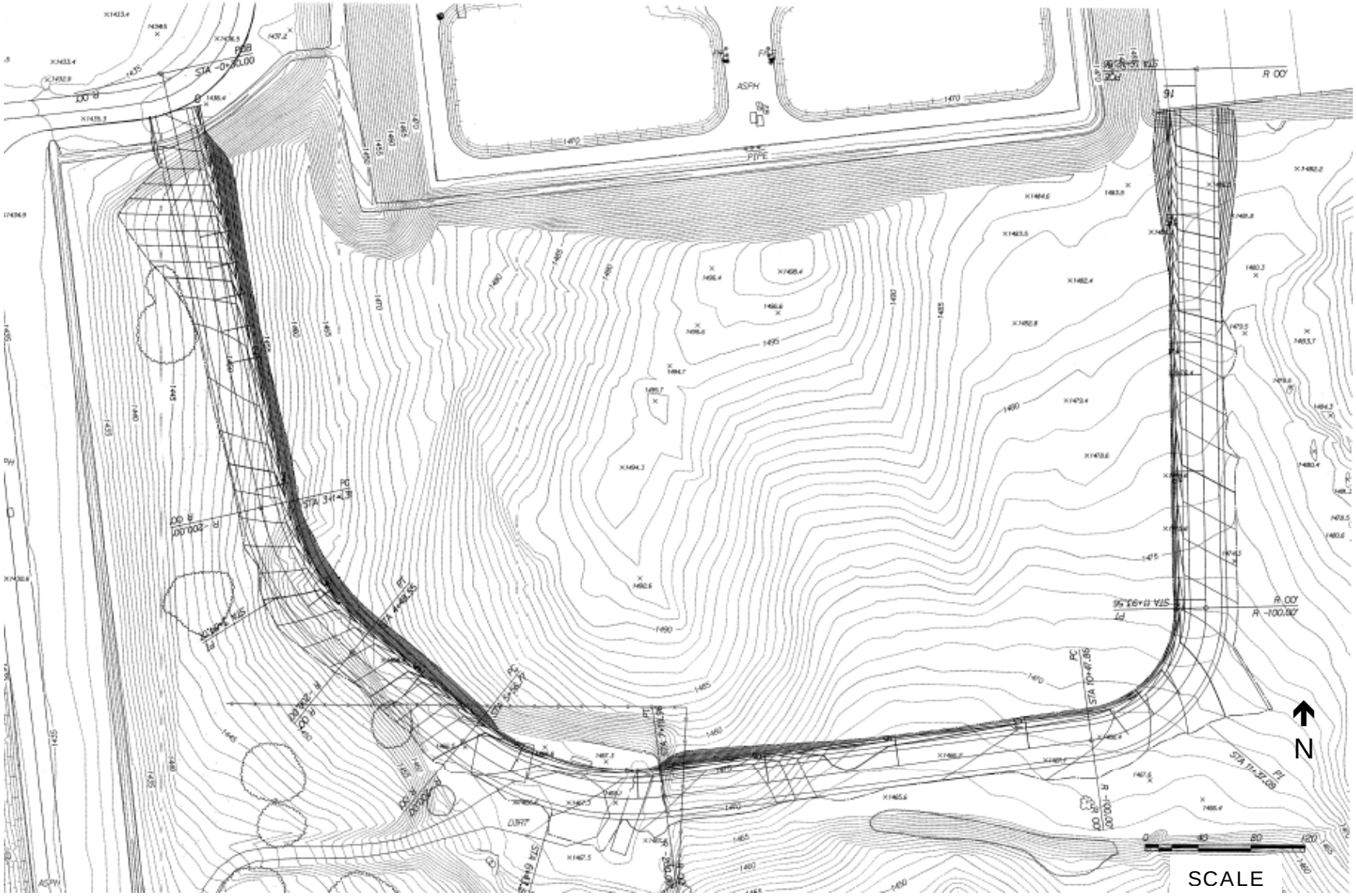

Figure 1-11
Second Access Road to the Future Field Construction Offices

6. Site Expansion for the 33 kV Switchyard

As part of the ORP facility, Metropolitan would construct an expanded 33 kV switchyard to replace the existing plant 12 kV service. The 33 kV switchyard was approved as part of the ORP facility; however, SCE personnel determined that the size of the 33 kV switchyard would need to be expanded to accommodate the equipment required to provide the new 33 kV service to the entire Skinner Plant facility. **Figure 1-12** (Expanded 33 kV Switchyard Location) shows the expanded switchyard and that the facility would be approximately 80 feet by 113 feet (9,040 square feet) in size, which would be a little less than three times the size of the approved 33 kV switchyard (3,250 square feet). The expansion would occur totally within the area already approved for grading within the ORP facility, and it would not conflict with any other proposed ORP structures in the area.

7. ORP Site Storm Water Discharge to Constructed Wetland

Five storm water discharge points were approved for the ORP site. Metropolitan would group the five discharge points into one pipe that would be constructed between the ORP pad and the sludge water overflow ponds. **Figure 1-13** (ORP Site Storm Water Discharge Conduit and Constructed Wetland) shows the location of the pipe and the sludge water overflow ponds. The discharge pipe would release the storm water flow onto an inlet splash pad within the 3,250-square-foot prefiltration forebay that would be adjacent to the 0.26-acre wetland that is being proposed as mitigation for impacts to wetlands, which were in the FPEIR. The storm water runoff collected in the prefiltration forebay would drain into the wetland through an outlet weir structure to slow the flow and remove any solids.

The wetland would be created within the westernmost of the three sludge water overflow ponds. This pond would be divided into two areas by the construction of a new berm in an east-west direction. The southern area of the divided pond would be a 3,250-cubic foot prefiltration forebay that would accept storm runoff through a pipe from the OPR site. Clean storm runoff would discharge from the prefiltration forebay into the wetland via an outlet weir structure. A supplemental water supply would also be available to the wetland from the Lake Skinner Outlet Pipe. The wetland would discharge water to Tucalota Creek at its north end through an outlet weir and valve structure.

8. Realignment of the Plant's Main Entrance

Metropolitan would construct a new section of road between the plant entrance and the perimeter fence guardhouse of the Skinner Plant site. The design of the new road is shown in **Figure 1-14** (Realignment of the Plant's Main Entrance). The existing vegetation comprised of non-native grassland and ornamental pines trees would be removed, and new ornamental landscaping would be planted per approved plans. The existing guardhouse and gate would also be removed. The roadway would be graded and the surface would be covered by asphalt. An island would be constructed in the middle of the roadway where a new guardhouse would be constructed. The perimeter fencing near the entrance would be relocated and a new gate installed at this location. Swing arms would be constructed at the guardhouse to ensure all vehicles stop and are authorized to enter the Skinner Plant facility. Another swing arm would be constructed where the Public and Truck Reject Lane reconnects to the main entrance road.

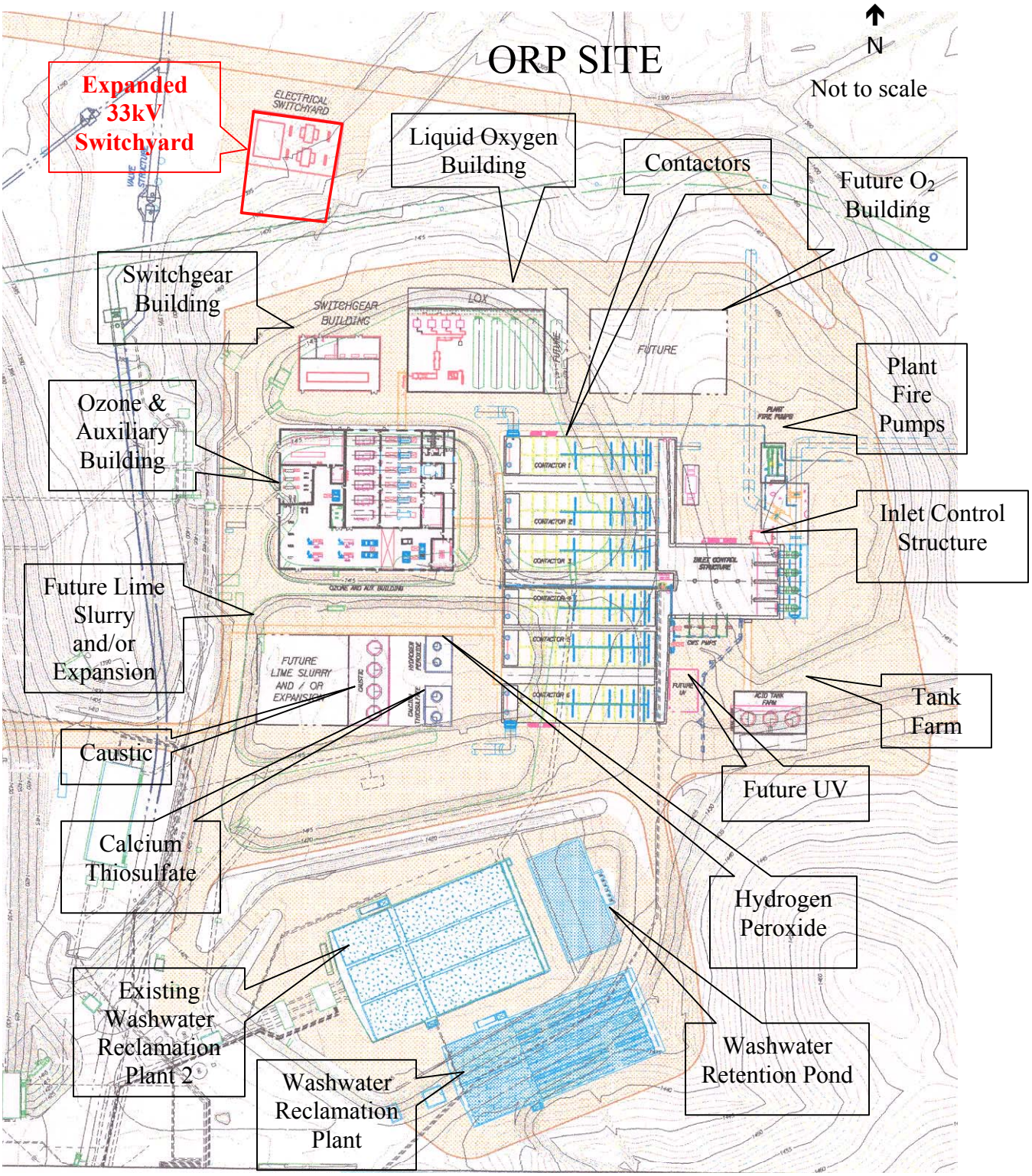

Figure 1-12
Expanded 33 kV Switchyard Location

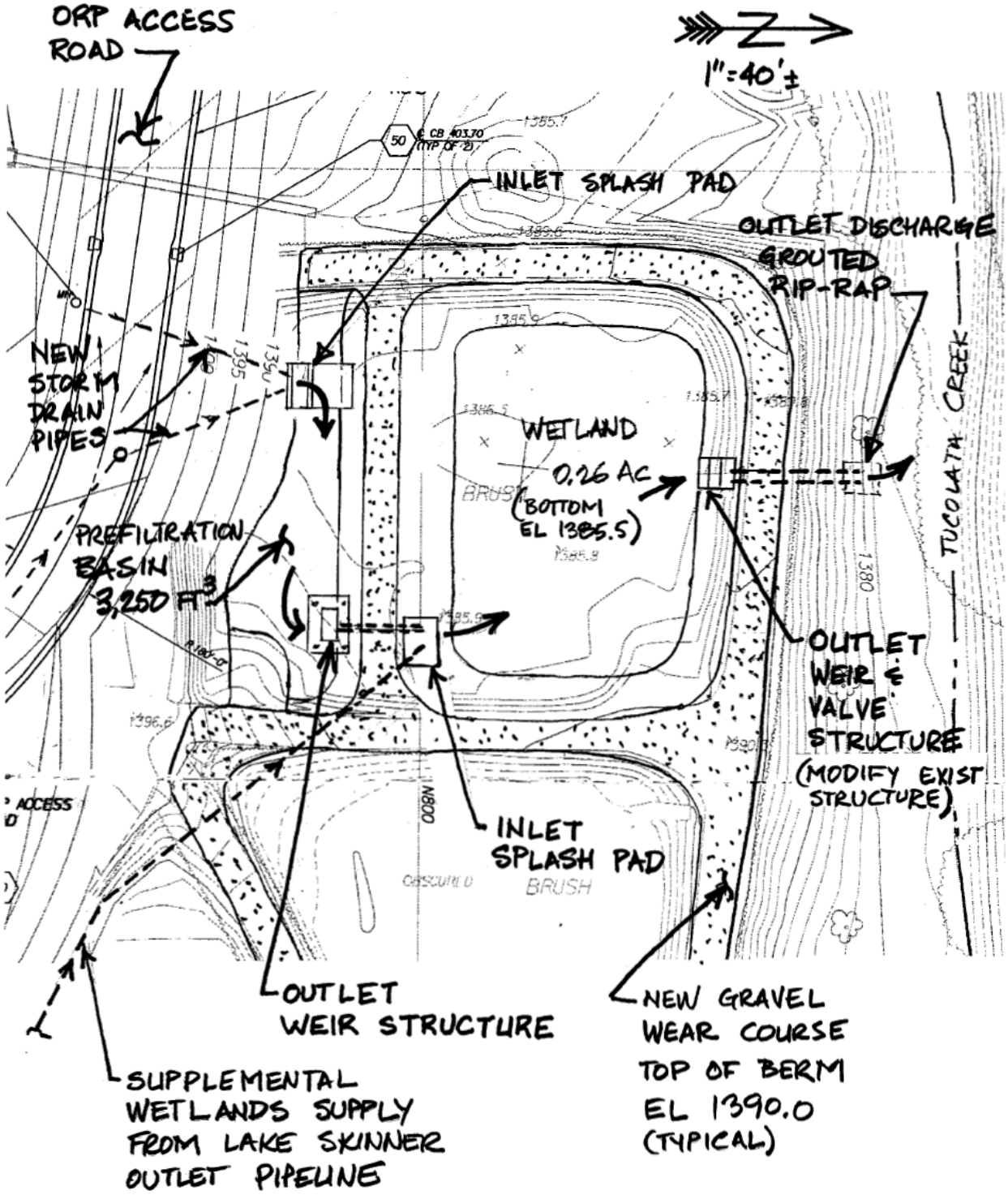

Figure 1-13
ORP Site Storm Water Discharge Conduit and Constructed Wetland

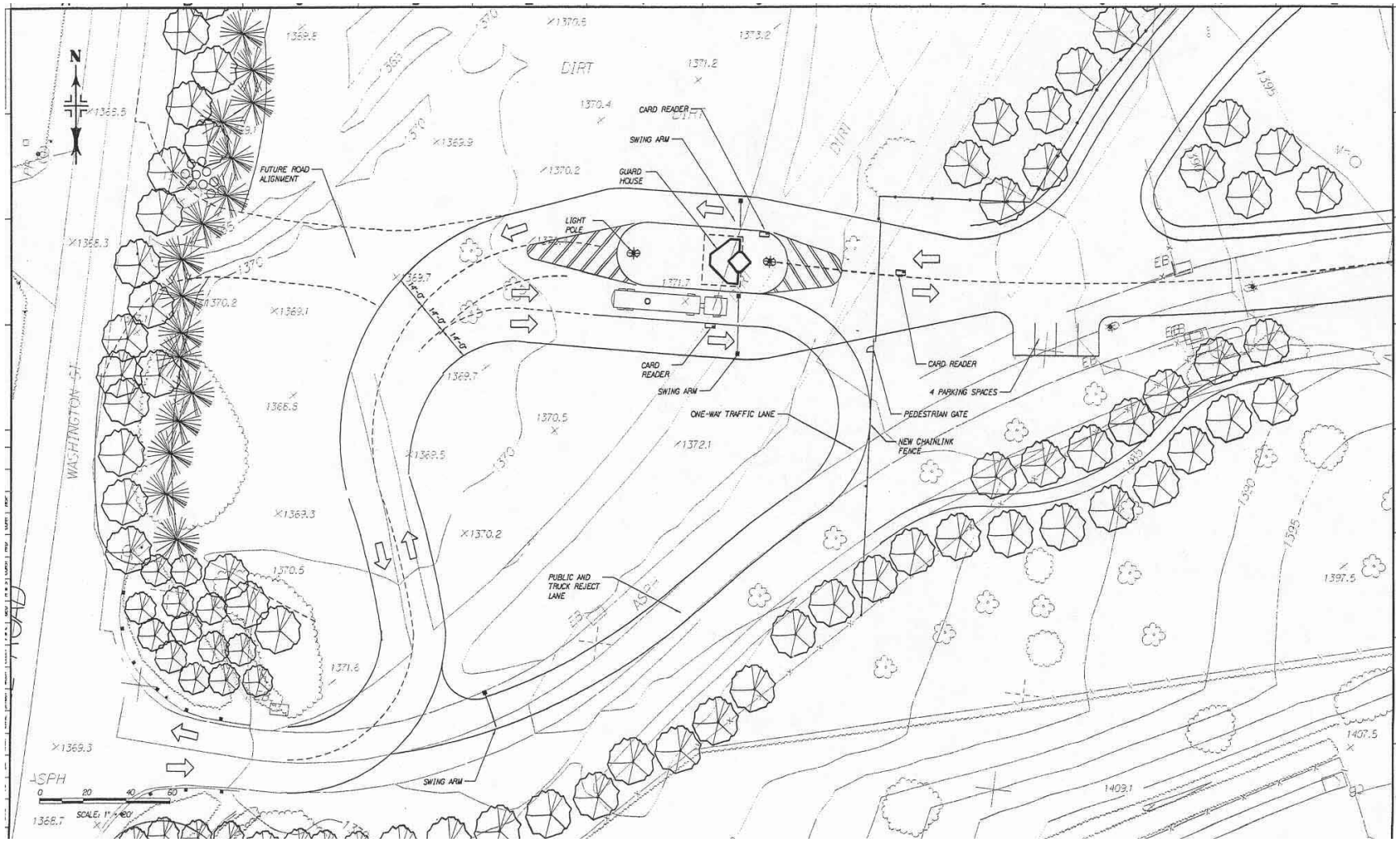

Figure 1-14
Realignment of the Plant's Main Entrance

As shown in **Figure 1-14**, the entrance road would swing to the north immediately after entering the Skinner Plant property, and then turn east where the new guardhouse would be located. Visitors and delivery trucks would be required to stop at the guardhouse. Vehicles that have not been cleared to enter the Skinner Plant facility would exit the site via the Public and Truck Reject Lane, which would be located along the old entrance alignment. The Reject Lane would circle to the south and would reconnect with the main entrance road just before Borel Road. There would be an in-bound vehicle by-pass lane for plant personnel with electronic cards that could be read by a card reader located by the guardhouse. The main entrance road on the Skinner Plant property within the perimeter fence would be realigned to connect with the new road location.

9. Relocation of the ORP Universal Power Supply Cases and Ductbank

The UPCs would be relocated to an area where there would be less interference from ORP operations and where there would be more room to accommodate the larger than originally anticipated UPCs. Metropolitan would grade an area approximately 220 feet by 60 feet immediately adjacent to and south of the ORP pad to relocate the UPCs. The UPCs structure would be approximately 90 feet long by 22 feet wide, and would be set back from the curb 5 feet, as shown in **Figure 1-15** (ORP Universal Power Supply Cases). **Figure 1-16** (Cross Section of the ORP Universal Power Supply Cases) shows a cross section of the UPCs structure, grading, drainage, and setbacks.

The electrical ductbank that currently goes underneath the road immediately south of the ORP site would be moved to the top of the slope around the washwater reclamation plant and to the new UPC site. This entails additional installation of 900 feet of electrical conduit, while eliminating 300 feet of conduit installation from the original design. This new ductbank location would eliminate the need to establish temporary power through the OPR site during construction.

1.3.1 Implementation of Proposed Refinements

Construction of the concrete batch plant, the northern access roadway, the extension of electrical power poles/lines, and the fencing along Benton Road would last for approximately one month during the summer/fall of 2004. It is assumed that the concrete batch plant would be graded in one-day, and operational within seven to eleven days. A maximum total of four pieces of construction equipment (i.e., excavator, backhoe, bulldozer and grader) and one truck would be projected to be operating during construction. Construction of the refinements would be done under the same contracts as the ORP and Module 7 projects and, as the refinements are integral parts of those projects, no additional workers or Metropolitan staff would be required to complete the work. The refinements would be constructed after the completion of the site preparation. The site preparation consists primarily of the mass grading of the site to prepare the plant for the construction of the ORP and Module 7. Construction of the ORP and Module 7 facilities is scheduled for completion in September 2007. Once the Module 7 and ORP facilities are completed, the concrete batch plant site would be returned to its pre-construction condition. The roadway improvements constructed over the existing dirt road would be retained. The fence along Benton Road would be repaired as necessary and left in place. All of the other components would also be retained.

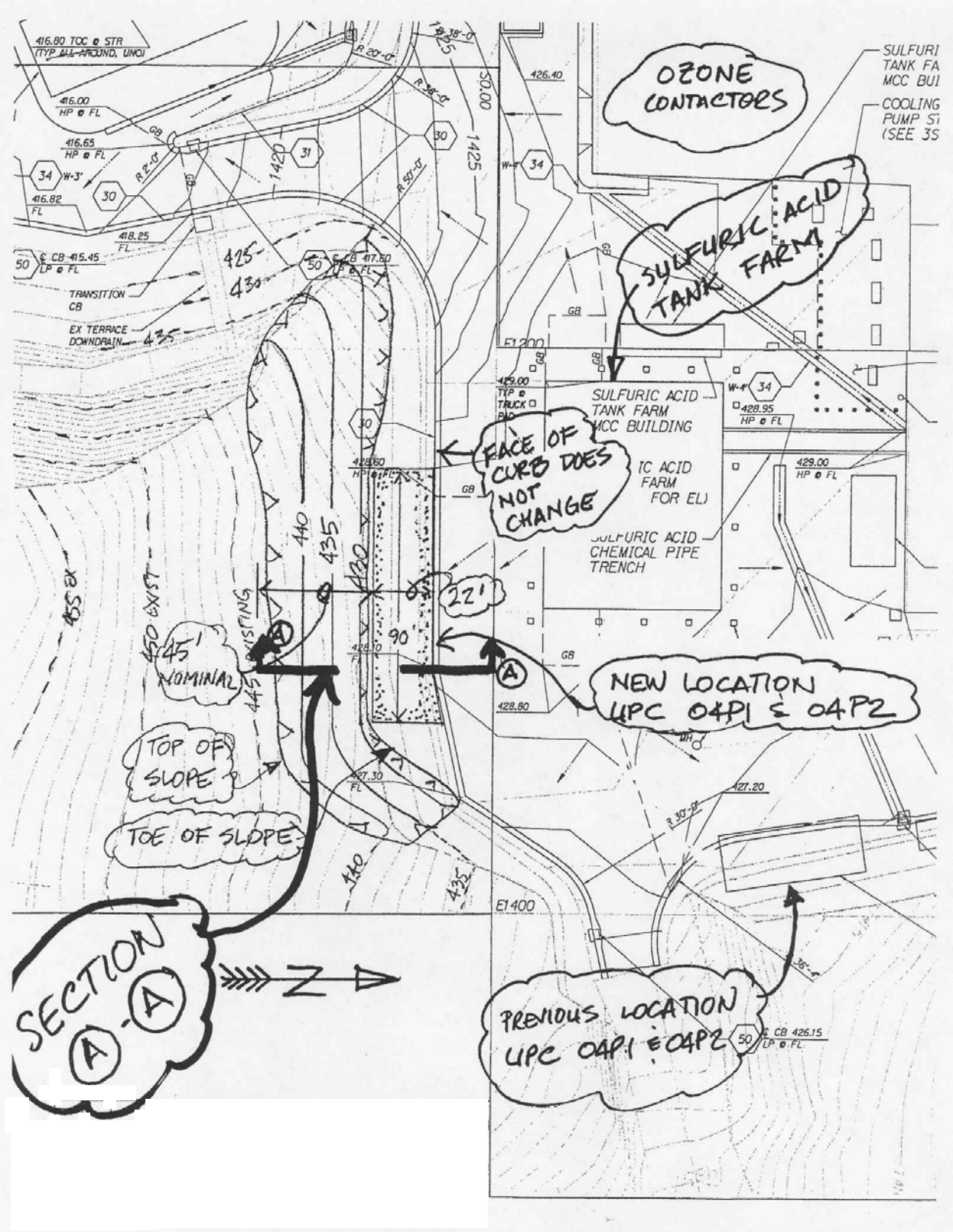

Figure 1-15
ORP Universal Power Supply Cases

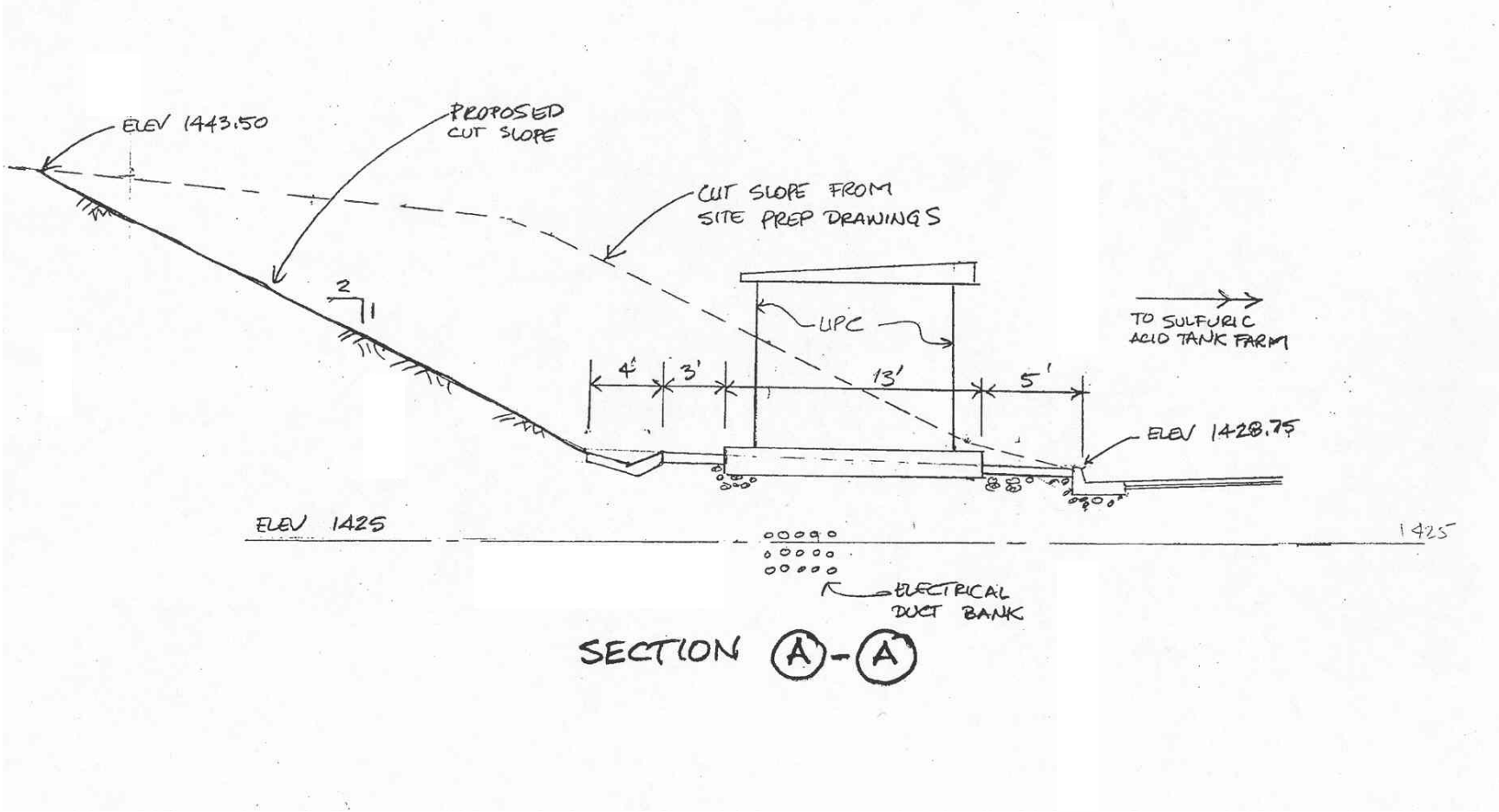

Figure 1-16
Cross Section of the ORP Universal Power Supply Cases

Typical BMP erosion control measures would include, but would not limited to, the use of mulch, plastic sheeting, erosion control blankets, or sandbags to control erosion caused by rainfall, and development of check berms and desilting basins during construction activities would also typically used to prevent off-site sediment transport. A typical BMP stormwater pollution interception system would include a temporary detention/sedimentation basin and a filter or clarifier device that would remove pollutants from the runoff before it would be released from the property

1.4 Surrounding Land Uses and Setting

The 396-acre Skinner Plant is located in an unincorporated area of southwest Riverside County, immediately west of Lake Skinner. The Skinner Plant is bordered to the north and south by primarily vacant open space land, to the east by the Lake Skinner Dam and Reservoir, to the north and southeast is the Southwestern Riverside County Multi-Species Reserve, and to the west by Washington Street/Borel Road with low-density, single-family residential homes interspersed with open space further to the west. The concrete batch plant site would be directly bounded by undeveloped operations area to the north, east, and south with a agricultural field to the west. Further to the south are the additional construction use area and the main Skinner Plant. The closest residential use is located on the west side of Washington Street just south of Benton Road. The nearest housing development is located further west along Maddalena Road between Auld and Benton roads.

The Skinner Plant is located on a small, dissected plateau over the Auld Valley-Tucalota Creek area. This plateau consists of some small hills dissected by several slight-moderate sloped drainages. The margin of the plateau of the Skinner Plant site consists of steeper, dissected topography as it goes down into the drainage area of Tucalota Creek. The Auld Valley-Tucalota Creek generally consists of a broad flat valley, that contain a series of terraces and small hills, just north and outside the main drainage area. These terraces are dissected by several, steeply sided ephemeral drainages and small knolls.

1.5 General Plan and Zoning

The existing General Plan and zoning designation on the Skinner Plant site is “MWD” per the General Plan and the staff at Riverside County Planning Counter.

SECTION 2
INITIAL STUDY

2.1 Introduction

This ND complies with Section 15071 of the *State CEQA Guidelines* for the implementation of the California Environmental Quality Act (CEQA). The following Initial Study, Environmental Checklist, and evaluation of the potential environmental effects were completed in accordance with Section 15063(d)(3) of the *State CEQA Guidelines* to determine if the proposed project could have any potential significant effect on the physical environment. A discussion of previous CEQA documentation for related actions at the Skinner Plant is presented in Section 1 of the ND under "Project Background and Tiering of the Environmental Document."

An explanation is provided for all determinations, including the citation of sources as listed in Section 4. A "No Impact" or "Less-than-significant Impact" determination indicates that the proposed project would not have a significant effect on the physical environment for that specific environmental category. No environmental category was found to have a potentially significant adverse impact with implementation of the proposed refinements to the ORP/Module 7 Projects.

2.2 Initial Study and Environmental Checklist Form

1.	**Project Title:**	Robert A. Skinner Filtration Plant Reliability and Quality Program – Refinements to the Program
2.	**Lead Agency Name and Address:**	The Metropolitan Water District of Southern California P.O. Box 54153 Los Angeles, California 90054-0153
3.	**Contact Person and Phone Number:**	Mr. Jeff Ford (213) 217-5687
4.	**Project Location:**	See Location in Section 1.1 of this Negative Declaration
5.	**Project Proponent's Name & Address:**	The Metropolitan Water District of Southern California P.O. Box 54153 Los Angeles, California 90054-0153
6.	**General Plan Designation:**	MWD[1] and Public Right-of-Way
7.	**Zoning:**	MWD[2] and Public Right-of-Way

[1] / Riverside County Planning Counter
[2] / Ibid.

8. Description of Project: See Project Description in Section 1.3 of this Negative Declaration

9. Surrounding Land Uses and Setting: See Surrounding Land Uses and Setting in Section 1.4 of this Negative Declaration

10. Other Public Agencies Whose Approval and Review Are Required:

California Regional Water Quality Control Board, San Diego Region: Issuance of National Pollutant Discharge Elimination System (NPDES) Permit; issuance Clean Water Act, Section 401 Certification

U.S. Army Corps of Engineers: Issuance of Clean Water Act, Section 404 Nationwide Permit

California Department of Fish and Game: Issuance of Lake and Streambed Alteration Agreement, Section 1602.

County of Riverside, Department of Public Works: Noise Ordinance Variance and encroachment permits to work in public roads.

South Coast Air Quality Management District: Permit to Construct and Operate the Concrete Batch Plant.

California Department of Transportation: Encroachment Permit to install the 33 kV Electrical Ductbank across Winchester Road (SR-79).

2.3 Environmental Factors Potentially Affected

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

☐ Aesthetics	☐ Agricultural Resources	☐ Air Quality
☐ Biological Resources	☐ Cultural Resources	☐ Geology/Soils
☐ Hazards and Hazardous Materials	☐ Hydrology/Water Quality	☐ Land Use/Planning
☐ Mineral Resources	☐ Noise	☐ Population/Housing
☐ Public Services	☐ Recreation	☐ Transportation/Traffi
☐ Utilities/Service Systems	☐ Mandatory Findings of Significance	

2.4 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 to the project have been made. 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" on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR, including revisions or mitigation measures that are imposed upon the project, nothing further is required.

Laura J. Simonek
Signature

August 26, 2004
Date

Laura J. Simonek, Manager, Environmental Planning Team
Printed Name

The Metropolitan Water District of Southern California
For

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SECTION 3
EVALUATION OF ENVIRONMENTAL IMPACTS

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
I. AESTHETICS - Would the project:				
a. Have a substantial adverse effect on a scenic vista?	☐	☐	☐	☑
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☑
c. Substantially degrade the existing visual character or quality of the site and its surroundings?	☐	☐	☑	☐
d. Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?	☐	☐	☑	☐

Note: FPEIR section 5.1 presents a detailed discussion of aesthetic resources in the Program area.

Discussion:

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

No Impact. There are no designated scenic vistas adjacent to the concrete batch plant area. The concrete batch plant would be set back from Washington Street approximately 2,000 feet, and views along this roadway would not be substantially altered by the temporary placement of the construction equipment, fencing and materials within the concrete batch plant area at this location. The project would add fencing along Benton Road and around the concrete batch plant, however the plant perimeter has existing chain link fencing along Washington Street in the vicinity of Benton Road. The access roadway improvements would be located between Benton Road and the additional construction use area. These access roadway improvements are well within the plant property (approximately 1,800 feet east of Washington Avenue) and would not be visible from any off-site locations because of intervening topography. There is only one residential structure adjacent to Washington Street across from the proposed concrete batch plant, and there are large trees and shrubs on that property, which shield the view towards the proposed concrete batch plant and access roadway improvements, as well as setbacks from Washington Street for both the concrete batch plant and the residences. No impact to scenic vistas would occur.

The location of the ozone contactor rejection conduit extension project is between the dam and the ORP site and is over 2,000 feet from Washington Street, and it would not be visible from public vantage points. The ozone contactor rejection conduit extension project would be under construction during the same period of time as the ORP facilities, and it would blend into that construction activity. There is only one residential structure adjacent to Washington Street across from the Skinner Plant property, and there are large trees and shrubs on that property, which would

shield the view towards the proposed ozone contactor rejection conduit extension project. No impact to scenic vistas would occur.

The location of the new plant influent meter structure access road project would be far away from all public vantage points, would have the new ORP facilities between it and these vantage points, and it would not be visible to the public. The new plant influent meter structure access road project would be under construction during the same period of time as the ORP facilities, and it would blend into that construction activity. No impact to scenic vistas would occur.

The location of the second access road to the future field construction offices project would also be far away from all public vantage points, would be shielded by plant facilities and it would not be visible from these vantage points. The road would be built during the very beginning of the construction period to provide access to the field construction offices facilities; it would blend into those construction activities occurring at that time on the Skinner Plant property. There are only a couple of residential structures adjacent to Borel Road across from the Skinner Plant property, they are over 2,000 feet away, and they would not be affected by the construction or use of the second access road to the approved future field construction offices. Once completed, the road would be on the backside of the ORP facilities and not visible from any offsite locations. No impact to scenic vistas would occur.

A new 33 kV electrical line would start at the existing SCE Auld substation off of Liberty Road, and at that point the 33 kV electrical line would drop into an existing underground ductbank. The 33 kV electrical line would travel underground for its entire run until it reached the intersection of Washington Avenue and Benton Road. The construction within the public streets would cause a temporary change in the existing visual conditions. The installation would occur in a linear fashion and would not be in any one location for more than five days. Due to the very short construction period no permanent change to the scenic conditions in this area would occur. Once the construction of the underground ductbanks would be completed, there would be no effect on scenic conditions. For approximately half of the run of the new 33kV line, it would be run in existing duct banks and there would be no visual impacts. At the intersection of Benton Road and Washington Street, SCE would remove the existing poles, install new poles, and transfer the existing 12 kV line and add the new 33 kV electrical line. Since the new poles would replace the existing poles at this location, no impact to the scenic conditions would occur. This final segment of underground ductbank would be on the Skinner Plant site and would have no effect on scenic conditions. Therefore, no impact would occur.

The location of the site expansion for the 33 kV switchyard project would be over 1,500 feet away from all public vantage points, and it would not be visible to the public. The site expansion for the 33 kV switchyard project would be under construction during the same period of time as the ORP facilities, and it would blend into that construction activity. No impact to scenic vistas would occur.

The location of the ORP site storm water discharge to constructed wetland project would be approximately 1,800 feet from all public vantage points, and it would not be visible from offsite. The ORP site storm water discharge to constructed wetland project would be under construction during the same period of time as the ORP facilities, and it would blend into that construction activity. The storm water discharge and wetland would be at existing grade and the only new above

ground elements would be trees and shrubs. No impact to scenic vistas would occur.

The realignment of the plant's main entrance project would be located northwest of the main Skinner Plant facilities immediately east of Borel Road. The views along Borel Road would not be substantially altered by the temporary placement of the construction equipment, fencing and materials within the realignment of the plant's main entrance project area. The plant's perimeter fencing would be relocated and a new gate and guardhouse installed at this location. The existing vegetation comprised of non-native grassland and small ornamental pines trees would be removed in the vicinity of Benton Road, and new ornamental landscaping, including trees, would be planted per the Metropolitan approved landscape plans. In addition, there are no designated scenic vistas that would overlook the realignment of the plant's main entrance project area. There is only one residential structure adjacent to Washington Street across from the realignment of the plant's main entrance project area, and there are large trees and shrubs on that property, which shield the view towards the proposed realignment of the plant's main entrance project. No impact to scenic vistas would occur.

The relocated UPCs would be located on the south side of the ORP pad. This area of the plant is shielded from all offsite views because it is located behind the main plant and future ORP structures. The relocated electrical ductbank would be entirely underground after construction. No impact to scenic vistas would occur.

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

No Impact. The County of Riverside Southwest Area Community Plan indicates that the Skinner Plant site is not located near or within a state scenic highway. In addition, none of the proposed refinement projects would remove any scenic resources such as buildings (other than one abandoned garage on the plant site), mature trees, or rock outcroppings. Therefore, no impact would occur.

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

Less-than-significant Impact. All of the proposed refinements would be constructed concurrently with the development of the ORP and Module 7. Therefore the construction of the facilities would be consistent with the construction activities that would be ongoing between 2004 and 2007 and would not impact the visual character of the site during that time.

The first proposed refinement project would involve the construction of an onsite concrete batch plant and access roadway improvements north of the main Skinner Plant facilities. The concrete batch plant would be visible from the nearby land uses to the west of the project site. The concrete batch plant would require the removal of approximately 4.6 acres of annual non-native grassland. The access roadway improvements would require the removal of 0.45 acre of annual non-native grassland. The concrete batch plant would be returned to its pre-construction condition when construction of the ORP facilities is completed in 2007. The improvements to the access roadway would be maintained. The removal of the vegetation and the improvements to the roadway would not be visible from offsite locations due to the intervening topography and distance (approximately

2,000 feet for the batch plant and 1,800 feet for the road improvements) from Washington Avenue. In addition, the changes at the concrete batch plant site would be temporary, and the area would be allowed to return to its pre-construction condition upon the completion of the ORP construction activities. Therefore, a less-than-significant impact would occur.

The second proposed refinement project would involve the construction of an ozone contactor rejection conduit extension northeast of the ORP facilities. The ozone contactor rejection conduit extension would not be visible from any nearby land uses to the west of the Skinner Plant site. The ozone contactor rejection conduit extension would require the removal of approximately 0.19 acres of annual non-native grassland and developed bare ground. At the northern end of the ozone contactor rejection conduit extension less than 0.12 acres of riparian habitat would be disturbed to install the riprap along the banks within the tributary to Tucalota Creek. The area of the southern 350 feet of underground pipe for the ozone contactor rejection conduit extension would be returned to its pre-construction condition when construction of the ORP facilities is completed in 2007. The improvements to the northern 240-foot long, 26-foot wide, and three-foot deep concrete lined open channel would be maintained. The removal of the vegetation and the physical improvements would not be visible from offsite locations due to the low elevations of the modification. These changes to the existing visual character on the Skinner Plant site would not degrade the character of the site, because the areas undergoing change would not be readily seen from offsite locations due to the intervening changes in the topography (refer to Section 1.4 Surrounding Land Uses and Setting). Therefore, a less-than-significant impact would occur.

The third proposed refinement project would involve the construction of a new plant influent meter structure access road project east of the ORP facilities. The new plant influent meter structure access road project would not be visible from any nearby land uses to the west of the Skinner Plant site. The improvements to the new plant influent meter structure access road would be maintained during project operation. The removal of the vegetation and the physical improvements would not be visible from offsite locations because it would be located east of the ORP facilities, which would shield the road from those locations. These changes to the existing visual character on the Skinner Plant site would not degrade the views within the project area, because the areas undergoing change would not be readily seen from off-site locations due to the intervening changes in the topography (refer to Section 1.4 Surrounding Land Uses and Setting). Therefore, a less-than-significant impact would occur.

The fourth proposed refinement project would involve the construction of a second access road to the future field construction offices project east of the Finished Water Reservoir and south of the sludge drying basins facilities. The second access road to the future field construction offices project would require the removal of approximately 1.75 acres of ornamental, and annual non-native grassland. The improvements for the second access road to the future field construction offices project would be maintained. The removal of the vegetation and the physical improvements would not be visible from offsite locations. These changes to the existing visual character on the Skinner Plant site would not degrade the views within the project area, because the areas undergoing change would not be readily seen from off-site locations due to the intervening changes in the topography (refer to Section 1.4 Surrounding Land Uses and Setting), and the new road would be consistent with the existing facilities on the site. Therefore, a less-than-significant impact would occur.

The fifth proposed refinement project would involve the installation of overhead electrical lines strung along SCE poles and running the electrical lines in underground ductbanks. These facilities would be consistent with the existing SCE facilities that run in the same easements and streets. The new overhead lines would replace the existing overhead lines and the underground ductbanks would not be visible to the public. Therefore, a less-than-significant impact would occur.

The sixth proposed refinement project would involve the construction of a site expansion for the 33 kV switchyard project within the northern portion of the ORP facilities pad. The site expansion for the 33 kV switchyard project would not require the removal of any vegetation because it would be located entirely within the area to be graded for the ORP facilities. The 33 kV switchyard project would be maintained and have landscaping after ORP construction. The changes to the existing visual character on the Skinner Plant site would not degrade the views within the project area, because the areas undergoing change would not be readily seen from off-site locations due to the intervening changes in the topography, and the switchyard would look consistent with the ORP. Therefore, a less-than-significant impact would occur.

The seventh proposed refinement project would involve the construction of an ORP site storm water discharge to constructed wetland project north of the ORP facilities. The ORP site storm water discharge to constructed wetland project would not change the view from any nearby land uses to the west of the Skinner Plant site. The area of underground pipe for the ORP site storm water discharge to constructed wetland project would be returned to its pre-construction condition when construction of the ORP facilities is completed in 2007. The physical improvements would not be visible from offsite locations and no impact would occur.

The eighth proposed refinement project would involve the construction of a realignment of the plant's main entrance. The realignment of the plant's main entrance would require the removal of approximately 0.5 acre of ornamental plants, annual non-native grassland and developed ground. The area of the realignment of the plant's main entrance project would be landscaped and maintained after completion. The removal of the vegetation and the physical improvements would be visible from offsite areas immediately adjacent to the Skinner Plant site during construction. These changes to the existing visual character on the Skinner Plant site would not degrade the views within the project area, because the facilities would be the same type and size and the realigned entry road would be at ground level. Therefore, a less-than-significant impact would occur.

The ninth proposed refinement project would involve the construction of the relocated UPCs for the ORP. These facilities would be a part of the construction activities that would be ongoing between 2004 and 2007. The ORP UPCs project would not change the view from any nearby land uses to the west of the Skinner Plant site because of their location behind the new ORP facilities. The UPCs project would require the removal of approximately 0.3 acre of annual non-native grassland. The removal of the vegetation and the physical improvements would be visible from offsite areas immediately adjacent to the Skinner Plant site during construction. These changes to the existing visual character on the Skinner Plant site would not degrade the views within the project area, because the areas undergoing change would not be readily seen from offsite locations due to the intervening changes in the topography and the main plant's existing structures. Therefore, a less-than-significant impact would occur.

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

Less-than-significant Impact. During construction, safety and security lighting would be installed within the areas where the refinements to the Program would occur onsite. This impact would be temporary and would be eliminated at the conclusion of construction of the ORP facility. Light spill is created when light shines beyond the area to be illuminated. For light spill to be a significant impact it requires an adjoining land use that would be sensitive to light spill. The areas of the plant site that would have new construction as a result of these refinements to the Program, except for the modified plant entrance, would be sufficiently set back from all adjoining land uses (one-third of a mile) to assure that light spill from any of the light sources, including those within the concrete batch plant, would result in no impact. The modified plant entrance would replace the existing entrance with similar lighting and would be set back the same distance as the existing entrance and no new impact would occur.

Pursuant to the policy requirements in the Riverside County Integrated Plan and as part of the proposed project, all permanent outdoor light fixtures would be designed to utilize LPSV lights. The use of LPSV lights would minimize skyglow that otherwise could affect ability to use the telescope at the Mt. Palomar Observatory and would result in a less-than-significant impact with respect to skyglow and the ability to use the telescope at the observatory.

Lighting was expected to be used during the construction of the Program during the late fall, winter and early spring when daylight hours would be limited. The additional light sources within the Skinner Plant construction area due to lengthened working hours would not affect a scenic vista since there are no scenic vistas adjacent to the plant. The construction contractor would be required to direct floodlights to shine downward at an angle less than horizontal, shield those floodlights to avoid a nuisance to the surrounding areas and would not include a residence in direct beam of the lighting. Therefore, a less-than-significant impact would occur.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
II. AGRICULTURAL 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 Department of Conservation as an optional model to use in assessing impacts on agricultural farmland. 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?	☐	☐	☐	☑
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☑
c. Involve other changes in the existing environment, which, due to their location or nature, could individually or cumulatively result in loss of Farmland, to non-agricultural use?	☐	☐	☐	☑

Note: FPEIR Appendix A presents a detailed discussion of agricultural resources in the Program area.

Discussion:

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

No Impact. The Skinner Plant site does not contain any farmland considered to be prime, unique, or of statewide importance, nor does it have unique agricultural resources that would be permanently affected by the proposed refinement projects.[1] Therefore, no impacts would occur.

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

No Impact. The Skinner Plant site would not conflict with existing zoning for agricultural use, or a Williamson Act contract.[2] The site is currently zoned for water utility use. Therefore, no impact would occur.

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

[1]/ California Farmland Mapping and Monitoring Program, Western Riverside County Map, 1998.
[2]/ Ibid.

No Impact. Implementation of the proposed project would not result in the conversion of productive farmland into non-agricultural uses because there are no agricultural resources or active farming on the property.[3] Therefore, no impact would occur.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
III. AIR QUALITY - Where available, the significance criteria established by the applicable air quality management or 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?	☐	☐	☑	☐
b. 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 emission which exceed quantitative thresholds for ozone precursors)?	☐	☐	☑	☐
d. Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☑	☐
e. Create objectionable odors affecting a substantial number of people?	☐	☐	☐	☑

Note: FPEIR section 5.2 presents a detailed discussion of air quality issues in the Program area.

Discussion:

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

Less-than-significant Impact. The applicable air quality plan for the Skinner Plant is the 2003 Air Quality Management Plan (AQMP). The AQMP strategy is based on projections from local general plans and regional growth projections developed by the Southern California Association of Governments (SCAG). A project is deemed inconsistent with air quality plans if it would result in population and/or employment growth that exceeds growth estimates included in the applicable air quality plan.

The physical changes to the environment proposed by the nine refinement projects would involve site grubbing, grading, fencing, temporary equipment placement, and new structures. They would not result in either an increase in population or the number of new employees or staff in the area. Furthermore, the relocation of the concrete batch plant from an offsite location to an onsite location, would not result in a net increase in employment in the region. The minor changes in construction requirements due to the other refinements would also have no effect on population or employment.

[3]/ Ibid.

Because the Program was determined to be consistent with the local general plan and the Regional Growth Management Plan, the proposed refinement projects would not be regionally significant and would be consistent with the 1999 AQMP. The proposed refinements are integral parts of the Program and would not result in the underlying use of the Skinner Plant or its size being changed. Hence, a less-than-significant impact would result with project implementation.

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

Less-than-significant Impact. Air quality impacts are typically divided into two categories, short-term impacts and long-term impacts. Short-term impacts are generally associated with construction activities, such as site grading, excavation, building construction, etc. Long-term impacts are generally associated with the operation of a particular project upon its completion.

The SCAQMD provides thresholds of significance for short-term and long-term air quality impacts in its *1993 CEQA Air Quality Handbook*. **Table 3-1** (SCAQMD Significance Thresholds) presents the emission significance thresholds for criteria pollutants.

Table 3-1
SCAQMD SIGNIFICANCE THRESHOLDS

Project Phase	***Pollutant Emission Threshold (lbs/day)***			
	ROG	***NO_x***	***CO***	***PM_{10}***
Construction	75	100	550	150
Operation	55	55	550	150

ROG = Reactive Organic Gases
NO_x = Oxides of Nitrogen
CO = Carbon Monoxide
PM_{10} = Particulate Matter < 10 microns in size
Source: CEQA Air Quality Handbook, SCAQMD, 1993.

Projected air emissions were calculated using the URBEMIS 2002 emissions model approved by the California Air Resources Board (CARB). URBEMIS 2002 is a computer program that can be used to estimate emissions associated with land development projects in California including the construction of those projects. The URBEMIS 2002 model uses EMFAC2002 emissions factors for vehicle traffic. Specific air emissions calculations worksheets can be found in Appendix A.

Short-term – (Construction) Impacts

The construction of the proposed refinement projects would involve site preparation including clearing and grubbing of the vegetation and grading the site. For modeling purposes, it is assumed that a maximum of 4.6 acres (the total area of the proposed batch plant) of the site would be worked at a time and the construction duration at each phase would be between seven to eleven days.[4] A

[4]/ The concrete batch plant area was selected to represent the refinement project areas because it represented the worst-

maximum total of four pieces of construction equipment and one truck are assumed to be operating per day. Emissions would result from the use of heavy-duty equipment such as excavator, backhoe, water truck (for dust control), bulldozer and grader. In addition, emissions due to vehicular travel by construction employees to and from the proposed site would also be generated during the construction phase, however these employee trips would be part of the overall project construction for the Program and there would be no additional new workers on site to construct these proposed refinements.

The maximum number of equipment required for the construction of the access roadway was assumed to be the same and would result in similar worst-case air quality effects, which would be less-than-significant as shown in **Table 3-2** (Maximum Daily Construction Emissions). It was assumed that the construction of the access roadway would occur after the concrete batch plant area was graded and prepared for operation; therefore, there would be no cumulative impact between the two activities, and that the same equipment used to prepare the concrete batch plant area would then be used in preparing the access roadway.

Emissions of criteria pollutants from the construction activities were estimated using the construction module of URBEMIS 2002. The model-estimated emissions of the project are shown in **Table 3-2** and compared to SCAQMD's thresholds of significance.

As shown in **Table 3-2**, the maximum daily emissions would be well below the SCAQMD significance thresholds for all criteria pollutants. Therefore, air quality impacts associated with construction of the proposed refinement projects would be temporary and less-than-significant.

Table 3-2
MAXIMUM DAILY CONSTRUCTION EMISSIONS

	Pollutant Emission (lbs/day)			
	ROGs	***NO_X***	***CO***	***PM_{10}***
Maximum Daily Construction Emissions, unmitigated	11.6	81.6	92.6	13.61
SCAQMD Significance Thresholds	75	100	550	150
Significant?	**No**	**No**	**No**	**No**

ROG = Reactive Organic Gases
NO_x = Oxides of Nitrogen
CO = Carbon Monoxide
PM_{10} = Particulate Matter < 10 microns in size
Source: CEQA Air Quality Handbook, SCAQMD, 1993.

The closing of the concrete batch plant after Module 7 and the ORP facilities are completed would require similar or less equipment than used during their construction, no grading would be involved,

case scenario. Since the air quality emissions associated with the concrete batch plant would not exceed the significance thresholds, the air quality emissions from the remaining refinement projects, which would be much smaller in area and would be constructed at different times than the batch plant, would also not exceed the significance thresholds.

and would result in lower emissions than are shown in **Table 3-2**. Therefore, a less-than-significant impact would occur.

The air quality analysis of the Program provided in the FPEIR indicated that the construction of the Program would result in a significant impact from NO_x and PM_{10} emissions. The proposed refinement projects would not significantly increase those emissions because the maximum daily emissions of NO_x and PM_{10} are below the significance thresholds. The grading associated with the proposed refinements would occur after the site preparation (mass grading) required for the ORP and Module 7 which would be when the greatest amount of emissions would occur for the overall Program. Therefore, the grading for the proposed refinements would not add to the emissions associated with the grading of the ORP and Module 7. Moreover, by incorporating the same mitigation measures identified in FPEIR, the emissions would be further reduced. The concrete batch plant would be required to receive permits to operate and construct from the SCAQMD. These permits would require the use of Best Available Control Technology (BACT) to limit emissions of particulates from the batch plant. The BACT measures that would be required for the batch plant include bag houses for the transferal of all of the concrete ingredients and the requirement to keep the aggregate and sand onsite moist during storage and movement.

For modeling purposes, it was assumed that the same pieces of construction equipment that would be used in the construction of the ORP and Module 7 would be used for the construction of the concrete batch plant area and the access roadway since they would be performed under the same contract. In addition, some of the refinement projects would be a part of the ORP facilities grading, including the ozone contactor rejection conduit extension, new plant influent meter structure access road project, site expansion for the 33 kV switchyard project, ORP site storm water discharge to constructed wetland project, and the UPCs and ductbank relocation. The emissions from the grading of the batch plant would be only for a single day, which represents a worst case scenario for the refinements, would only occur during a single day of the roughly three-year construction period of the Program. The remainder of the construction emissions for the refinements would be substantially less and would be than those of the batch plant and would occur after the bulk of the mass grading for the Program has occurred. Therefore, the total emissions, as predicted in the FPEIR, with the emissions of the proposed refinement projects, would not make the overall ORP and Module 7 construction related emissions substantially worse. Therefore, a less-than-significant impact would occur.

Long-term (Operational) Impacts

There are no permanent sources of air pollution and no long-term emissions associated with the proposed refinements. The concrete batch plant project would be removed after construction of the Module 7 and ORP facilities are completed. None of the other refinements would result in long-term impacts because they do not directly emit any air pollutants or generate traffic. Therefore, no impact would occur.

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 proposed project site would be located in the South Coast Air Basin, which is designated as a nonattainment area for carbon monoxide (CO), ozone (O_3), and particulate matter (PM_{10}). The cumulative air quality impact of the facility was addressed in the FPEIR, which included a determination that the short-term cumulative impacts from CO, NO_x, PM_{10} and reactive organic gases (ROG) would be significant. As discussed in Item III.b, above, construction emissions would be below SCAQMD significance thresholds for all criteria pollutants, and the proposed onsite refinement projects would occur during a different construction time than the mass grading of ORP facilities and Module 7, which would not make the overall refinement project's construction related emissions substantially worse. Therefore, a less-than-significant increase in cumulative emissions would occur.

There would not be an increase in operational emissions. Overall, the cumulative impact from construction of the proposed refinement projects would not substantially increase the impacts originally evaluated for the approved Program as discussed in the answer to question III b. above.

The proposed refinement projects would not create any new operational air quality impacts other than those previously analyzed in the FPEIR. Those impacts were determined to be less-than-significant. Therefore, there would not be a cumulatively considerable net increase of any criteria pollutant.

d) Expose sensitive receptors to substantial pollutant concentrations?

Less-than-significant Impact. Sensitive receptors include children, athletes, elderly, and the chronically ill who would be more susceptible to air pollution than the general population. Examples of land uses where substantial numbers of sensitive receptors are often found are: schools, daycare centers, parks, recreational areas, medical facilities, rest homes and convalescent care facilities. No sensitive receptors are located within one-mile of the project site (FPEIR). None of the refinement projects would generate substantial pollutant concentrations (see Item III.b). Therefore, no sensitive receptors would be exposed to pollutant concentrations associated with the construction of the proposed refinement projects and less-than-significant impacts would occur.

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

No Impact. Potential odors associated with exhaust emissions from construction equipment and vehicles would occur during the grading and construction activities of the proposed refinement projects. These odors would be temporary, short-term and localized within the Skinner Plant. There are only three residences within one mile of the project site and there are no other uses with persons within one-mile of the project vicinity. No operational aspect of the proposed refinement projects would increase odors. No impact to a substantial number of people would result from odors from the proposed refinement projects.

Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact

IV. BIOLOGICAL RESOURCES - Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	☑	☐
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 U.S. Fish and Wildlife Service?	☐	☐	☑	☐
c. Have a substantial adverse effect on federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) either individually or in combination with the known or probable impacts of other activities through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☑
d. Interfere substantially with the movement of any resident or migratory fish or wildlife species or with established resident or migratory wildlife corridors, or impede the use of wildlife nursery sites?	☐	☐	☐	☑
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	☑
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Communities Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☑

Note: FPEIR section 5.3 presents a detailed discussion of biological resources in the Program area.

Discussion:

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?

Less-than-significant Impact. Eight of the nine proposed refinement projects lie within the plant site and the area studied for the FPEIR; therefore, the baseline data used in the analysis of impacts will incorporate by reference the results of those previous studies. The one refinement project that would be constructed offsite (the right-of-way of new Southern California Edison 33 kV electrical aboveground/underground ductbank) would be located along existing overhead electrical transmission lines or underground within street right-of-way, which would not affect any biological resources. In addition, the site expansion for the 33 kV switchyard project would occur within the graded area for the ORP facilities, and it would not affect any biological resources.

A field assessment of the proposed concrete batch plant area was conducted on August 18, 2004[5]. The survey consisted of a reconnaissance of the area of the proposed concrete batch plant, encompassing approximately 4.6 acres (500 feet by 400 feet), to identify biological resource elements occurring on the site and to determine the presence or absence of Stephens' kangaroo rat (SKR) (*Dipodomys stephensi*). Construction of the concrete batch plant would require the removal of all the vegetation on the site. Based on the Biological Resources Map provided in **Appendix B**, the area selected for the proposed concrete batch plant is covered by annual non-native grassland. Once the concrete batch plant would no longer be needed for the construction activities associated with implementing the Program, the site would be allowed to return to its existing condition. No sensitive species were identified in the area other than SKR. SKR impacts shall be offset in accordance with The Riverside County Habitat Conservation Agency's (RCHCA) long-term Habitat Conservation Plan (HCP) and Federal Endangered Species Act Section 10(a) permit for incidental take of SKR. The HCP is designed to insure the long-term survival of the species through the establishment of reserves in the project area and mitigates the impacts the impacts to SKR. The RCHCA shall be notified of the impacts from construction of the additional construction use area. In the absence of any other sensitive species, the temporary removal of 4.6 acres of annual non-native grassland would not be substantial loss of non-native habitat. Therefore, a less-than-significant impact would occur.

A field assessment of the proposed access roadway improvement area was conducted on March 10, and August 14, 2004[6]. The survey consisted of a reconnaissance of the area immediately adjacent to the proposed 1,500-foot long access roadway improvement project. The improved roadway would be 30 feet wide including the shoulder. The field assessment was conducted to identify biological resource elements occurring along the roadway site and to determine the presence or absence of SKR. Based on the Biological Resources Map provided in **Appendix B**, the area immediately adjacent to the access roadway where the improvements would be made is covered by annual non-native grassland. No sensitive species other than SKR were found during the survey and the removal of approximately six to seven feet of annual non-native grassland along each side of the existing dirt access roadway would not be substantial loss of non-native habitat. Therefore, a less-than-significant impact would occur.

The ozone contactor rejection conduit would be 26 feet wide including the shoulder. Early surveys of the area prepared for the FPEIR indicated that there were no sensitive species in the area. Based on the Biological Resources Map provided in **Appendix B**, the area where the ozone contactor rejection conduit extension improvements would be made is in an area used for a dirt road and an existing channel. The concrete lined open channel would be constructed to a point where it would discharge into a tributary of Tucalota Creek. To slow the rate of the discharge water, new riprap would be added along the final ±65 feet of the channel before it discharges into Tucalota Creek. Additional riprap would also be added to the banks of the tributary to Tucalota Creek where the discharge would occur. The vegetation within the tributary to Tucalota Creek would be removed to

[5]/ Wagner Biological Consulting, Biological Resources Assessment for the Concrete Batch Plant for the Lake Skinner Oxidation Retrofit Program/Module 7 Project, August 23, 2004.

[6]/ Wagner Biological Consulting, Biological Assessment for the Lake Skinner Oxidation Retrofit Program Work Biological Resources Assessment for the Second Access Road to the Field Construction Offices for the Lake Skinner Oxidation Retrofit Program/Module 7 Project, August 17, 2004.

allow for the placement of the riprap. The vegetation that would be removed is comprised of common riparian species that is disturbed to manmade nature of the channel, its use for plant operations and the existence of riprap in portions of the channel. The vegetation would be allowed to naturally return after the riprap has been constructed in place though this would not be possible where the channel would be concrete lined. The removal of this small amount of common riparian habitat would not be substantial, and it is being replaced consistent with the permitting requirements for the ORP project. Therefore, a less-than-significant impact would occur.

A field assessment of the new plant influent meter structure access road project area was conducted as part of the field surveys for the FPEIR[7]. The survey consisted of a reconnaissance of the area immediately east of the future location for the ORP facilities. For a detailed listing of plant and animal species found within the new plant influent meter structure access road project area please refer to FPEIR. Based on the Biological Resources Map provided in **Appendix B**, the area where the new plant influent meter structure access road improvements would occur would be is in annual non-native grassland and bare ground. Therefore, a less-than-significant impact would occur.

A field assessment of the second access road to the future field construction offices project area was conducted on March 10, and August 14, 2004[8]. The survey consisted of a reconnaissance of the area immediately south of the existing sludge basins. Based on the Biological Resources Map provided in **Appendix B** and field surveys, the area where the second access road to the future field construction offices project improvements would be made is in annual non-native grassland with minor amounts of scattered coastal sage scrub species. The removal of the plants in this area would involve a loss of degraded habitat, which is not occupied by gnatcatchers, or any other sensitive species as noted in the field surveys performed for the area. Therefore, a less-than-significant impact would occur.

A field assessment of the ORP site storm water discharge to constructed wetland project area was conducted for the preparation of the FPEIR in October 2002. For a detailed listing of plant and animal species found within the ORP site storm water discharge to constructed wetland project area please refer to the FPEIR. Based on the Biological Resources Map provided in **Appendix B**, the area where the ORP site storm water discharge to constructed wetland project improvements would be made is in disturbed developed area. Construction within this area of the Skinner Plant site would not impact biological resources because the area is already disturbed as a result of the ORP area's previous activity. Therefore, a less-than-significant impact would occur.

Based on the Biological Resources Map provided in **Appendix B**, the area where the realignment of the plant's main entrance project improvements would be made is in non-native grassland with ornamental pine trees. The removal of this vegetation would not result in an adverse impact. New ornamental vegetation would be planted to replace the trees and grass that would be removed. Therefore, no impact would occur.

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[7]/ Wagner Biological Consulting, Biological Assessment for the Concrete Batch Plant for the Lake Skinner Oxidation Retrofit Program/Module 7 Project, August 23, 2004.

[8]/ Wagner Biological Consulting, Biological Resources Assessment for the Second Access Road to the Field Construction Offices for the Lake Skinner Oxidation Retrofit Program/Module 7 Project, August 17, 2004.

A field assessment of the UPCs and relocation of the electrical ductbank project area was conducted for the analysis of impacts in the FPEIR. The survey consisted of a reconnaissance of the proposed ORP pad area. For a detailed listing of plant and animal species found within the realignment of the plant's main entrance project area please refer to the FPEIR. Based on the Biological Resources Map provided in **Appendix B**, the area where the UPCs would be located is in non-native grassland. The removal of this vegetation would not result in a significant adverse impact. The relocated UPCs and ductbank would occur in an area that has both non-native grassland and Riversidean Sage Scrub, however, it was anticipated in the FPEIR that the grading for the ORP would impact the area, and the impacts were accounted for in that document and there were no sensitive species in the area. Therefore, a less-than-significant impact would occur.

Although undetected during the current surveys, several avian species would be expected to seasonally utilize the Skinner Plant site as foraging habitat, including northern harrier (*Circus cyaneus*), white-tailed kite (*Elanus leucurus*), short-eared owl (*Asio otus*), Cooper's hawk (*Accipiter cooperii*), and loggerhead shrike (*Lanius ludovicianus*). Suitable habitat for burrowing owls (*Athene cunicularia*) occurs onsite and they were observed in a drainage channel adjacent to Benton Road on the plant property. However, during the current and previous surveys, none are known to have previously inhabited any of the proposed refinement project areas. The closest of the refinements to the location where the burrowing owls were observed is the improved access road connecting to Benton Road about 1,000 feet away from the owls' location. The 4.6-acre portion of the Skinner Plant site proposed for use as a concrete batch plant would be unavailable for foraging habitat for raptor species that seasonally utilize the Skinner Plant site. However, half of the Program area analyzed in support of the FPEIR is composed of annual non-native grassland (198.6 acres), and the concrete batch plant area would impact only 2% of the non-native grassland plant community, leaving ample suitable foraging habitat in the immediate vicinity, and would be allowed to return to its current state at project completion. Therefore, the impacts to foraging raptor species would be less than significant.

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 California Department of Fish and Game or U.S. Fish and Wildlife Service?

Less-than-significant Impact. Of the proposed refinement projects, only the ozone contactor rejection conduit extension project would affect riparian habitat that is subject to Section 404 of the Clean Water Act, administered by the Army Corps of Engineers (Corps), and to Section 1602 of the State Fish and Game Code, administered by the California Department of Fish and Game (CDFG). The ozone contactor rejection conduit extension project would place riprap along a short portion of the banks of a tributary to Tucalota Creek where the discharge would occur. The vegetation within the tributary to Tucalota Creek would be removed to allow for the placement of the riprap. The vegetation that would be removed is comprised of common riparian species. The vegetation would be allowed to naturally return after the riprap has been constructed in place. The removal of this small amount (0.13 acre) of disturbed riparian habitat would not be substantial and the vegetation would be allowed to reestablish in areas that would not be concrete lined. The remainder of the proposed refinements would substantially impact only developed areas or nonnative grasslands. An area of Riversidean Sage Scrub would be impacted by the relocated UPCs and electrical ductbank, however, this area was presumed to be impacted by the ORP and the impact of loss of the area was

addressed in the FPEIR. No other sensitive natural community would be impacted by the project. Therefore, a less-than-significant impact would occur.

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. Only two of the refinement projects would have any connection to Tucalota Creek. One of the refinement projects that would connect to Tucalota Creek would be the ozone contactor rejection conduit extension project. Construction of the ozone contactor rejection conduit extension project would not impact areas identified as federally protected wetlands, as defined by Section 404 of the Clean Water Act. The federal wetland delineation criteria were tested at the proposed rejection conduit channel[9]. These criteria evaluate the hydrology, soils, and vegetation to make a determination if wetlands are present. Tucalota Creek does not possess any wetlands in the area of the proposed ozone contactor rejection conduit extension project based on these criteria.

The ORP site storm water discharge to constructed wetland project would relocate the discharge points so that all surface runoff from the ORP site would discharge into the westernmost of the three sludge water overflow ponds, which is being modified into a 0.26-acre wetland as an approved mitigation measure from the FPEIR. Since this wetland is being created as part of the Program mitigation measures, the ORP site storm water discharge to constructed wetland project would not impact it, but would instead be a source of water for the wetland. The created wetland will result in a greater amount of wetlands on the project site after completion of the ORP and Module 7 than existed before these projects. Therefore, no impact would occur.

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?*

No Impact. The plant site is located west (outside) of the existing Southwestern Riverside County Multi-Species Reserve and north of the W. Ruel Johnson Ecological Reserve. Construction of the concrete batch plant would occur approximately 1,600 feet north of existing Skinner Plant and, because of its location on the plant site, the proposed concrete batch plant site would not serve as a connection between the reserves and would not act as an animal movement corridor. Additionally, a fence has been approved for installation along Benton Road as a part of the Program, and a fence already exists along the northern boundary of the plant property, which limits north-south wildlife movement through the area. The fencing along the face of the dam is set back, which allows for wildlife movement through the area. Tucalota Creek, which is not fenced, would also continue to allow animal movement. The proposed concrete batch plant project would not alter the current wildlife movement corridor along the face of the dam or the wildlife movement along Tucalota Creek.

The lighting of the concrete batch plant would be directed onto the area itself and not onto the surrounding area. The right-of-way of new SCE 33 kV electrical aboveground/underground

[9]/Aspen Environmental, Inc., field survey, March 2004.

ductbank refinement project would be located offsite within the public streets, and would not affect wildlife movement.

The other proposed refinement projects would be located in areas of the Skinner Plant that would be immediately adjacent to structures and activity areas that would not be within wildlife movement corridors. None of the biological surveys performed on the site have noted the presence of any wildlife nurseries. Therefore, there would be no impact to wildlife corridors or nurseries.

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

No Impact. Changes on the Skinner Plant site due to the proposed refinement projects would be consistent with the construction and operation of the ORP and Module 7. Accordingly, and most local policies and ordinances protecting biological resources would not apply to a water filtration plant site. The affected land for the concrete batch plant would be returned to current conditions upon the completion of construction of the Module 7 and ORP facilities. The use of the site as a water filtration plant would be consistent with the General Plan land use and zoning designations for the county of Riverside. The proposed refinement projects would not require the removal of any mature trees, though some small ornamental pines trees near the main entrance to the plant would be removed to accommodate the entrance alignment, however, these would be replaced with new ornamental landscaping including tree species. Therefore, no impacts to local ordinances or policies would occur.

f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

No Impact. The proposed refinement projects would not lie within any habitat conservation areas as designated by outside agencies. Though the Skinner Plant site is adjacent to both the Southwestern Riverside County Multi-Species Reserve and the W. Ruel Johnson Ecological Reserve, the operations area of the Skinner Plant has been specifically excluded from the reserves. The proposed refinement projects would be constructed in close proximity to the largely developed portions of the Skinner Plant site and within the operations area. Therefore, no impact to a conservation plan would result during the construction or operation of the proposed refinement projects.

V. CULTURAL RESOURCES - Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	☐	☐	☐	☑
b. Cause a substantial adverse change in the significance of a unique archaeological resource pursuant to §15064.5?	☐	☐	☐	☑
c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☐	☑
d. Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☐	☑

Note: FPEIR section 5.4 presents a detailed discussion of cultural resources, and section 5.9 presents a detailed discussion of paleontological resources in the Program area.

Discussion:

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

No Impact. Metropolitan brought the Skinner Plant into service in 1976. None of the buildings or structures on the Skinner Plant site predates the plant or would be considered historic. The proposed refinements would not impact any structures other than one garage that was constructed after the initial construction of the plant. Therefore, no impact would occur.

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

No Impact. The refinement projects that would be located onsite would be constructed within areas of the Skinner Plant property that have been previously surveyed for archaeological sites [10]. Two known sites are present; though neither would be impacted by the proposed refinements. Construction monitors would be present onsite during the grading activities as a mitigation measure provided in the FPEIR to protect the known sites and in the event unknown archaeological sites are encountered during construction. The offsite extension of the 33 kV electrical line would be strung along power poles or placed within underground ductbanks in existing streets and these highly disturbed areas would not have archaeological value. Therefore, no impact would occur.

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

[10]/ Applied Earthworks, Inc. Cultural Resources Inventory and Management Recommendations for the Metropolitan Water District of Southern California Lake Skinner Filtration Plant Operations Area. July 31, 2002.

No Impact. The refinement projects would be located within areas of the Skinner Plant property that have been disturbed by grading in the past. However, the soil in the area is alluvium, which may result in some fossils being encountered during construction. A monitor will be present as part of the Mitigation measures were provided in the FPEIR in the event unknown paleontological sites are encountered during construction. The offsite extension of the 33 kV electrical line would be strung along power poles or placed within underground ductbanks in existing streets. Therefore, no impact would occur.

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

No Impact. The Skinner Plant site was subject to an archeological survey in 2002 and no human remains were found.[11] The off-site extension of the 33 kV electrical line would be strung along power poles or placed within underground ductbanks in existing streets that would all be located in disturbed soils. Therefore, no impact would occur.

VI. GEOLOGY AND SOILS - Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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.	☐	☐	☐	☑
ii) Strong seismic ground shaking?	☐	☐	☐	☑
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☐	☑
iv) Landslides?	☐	☐	☐	☑
b. Result in substantial soil erosion or the loss of topsoil?	☐	☐	☑	☐
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	☐	☐	☐	☑
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994) creating substantial risks to life or property?	☐	☐	☐	☑
e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	☐	☐	☐	☑

Note: FPEIR section 5.5 presents a detailed discussion of soils and geology in the Program area.

[11]/ Applied Earthworks, Inc. Cultural Resources Inventory and Management Recommendations for the Metropolitan Water District of Southern California Lake Skinner Filtration Plant Operations Area. July 31, 2002.

Discussion:

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)?

No Impact. The Skinner Plant site is not located within an Alquist-Priolo Earthquake Fault Zone, and there are no known or mapped active faults that pass through the proposed project site. The proposed refinement project sites would not be crossed by any regional active faults, as mapped by the California Geological Survey (formerly the California Division of Mines and Geology (CDMG)). As shown on **Figure 5.5-2** in the FPEIR, at their closest approach, the San Jacinto and Elsinore Fault zones pass approximately 12 miles and eight miles, respectively, from the Skinner Plant site. **Figure 5.5-3** in the FPEIR from the Riverside County Land Planning Department, also shows that no active faults project toward or cross the site area. A number of faults are located in the Perris Block; however, these faults are usually of local extent and seldom are more than a few miles in length and are not considered to be active. The proposed refinement projects would not involve the construction of any habitable structures that might expose people to risk of loss, injury, or death. Therefore, no impact would occur.

ii) Strong seismic ground shaking?

No Impact. Like much of Southern California, the proposed refinement projects would be located in a seismically active region, and may be subject to ground shaking and other geologic hazards while they would be in operation. The proposed refinement projects would not involve any habitable structures that might expose people to risk of loss, injury, or death. Therefore, no impact would occur.

iii) Seismic-related ground failure, including liquefaction?

No Impact. Generally, seismic-induced liquefaction occurs when saturated granular soil deposits of low relative density are subject to extreme shaking and loses strength or stiffness because of increased pore water pressure. The potential for liquefaction depends on the levels of shaking, groundwater conditions, the relative density of the soils, and the age and extent of the geologic units. This situation would not be affected by the proposed refinement projects. Given the Skinner Plant site would not be prone to liquefaction (refer to the analysis in the FPEIR on page 5.5-3), and that there are no permanent habitable structures located within the proposed refinement project areas, there would be no impact due to ground failure.

iv) Landslides?

No Impact. The Skinner Plant site is relatively flat; there would be no new habitable structures, and no potential for landslides exist for the on-site refinement projects. The off-site extension of the 33 kV electrical line would be strung along power poles or placed within underground ductbanks in existing streets, and no potential for landslides exist. Therefore, no impact would occur.

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

Less-than-significant Impact. The concrete batch plant area currently drains to the south into the Auld Valley. The other onsite refinement project sites would not be susceptible to erosion because of their locations within the main plant area, which would be designed to drain properly during a storm event. During construction, the proposed refinement projects would be subject to the requirements of the NPDES permit obtained for the Program. The NPDES permit program, administered through the RWQCB, requires that an erosion control plan utilizing Best Management Practices (BMP) be submitted and approved prior to the issuance of the permit. Compliance with the requirements of the NPDES permit would necessitate the use of erosion control measures and a stormwater pollution interception system during construction activities. Typical BMP erosion control measures would include, but would not limited to, the use of mulch, plastic sheeting, erosion control blankets, or sandbags to control erosion caused by rainfall, and development of check berms and desilting basins during construction activities would also typically used to prevent offsite sediment transport. A typical BMP stormwater pollution interception system would include a temporary detention/sedimentation basin and a filter or clarifier device that would remove pollutants from the runoff before it would be released from the property. implementation The of the BMPs established in the NPDES permit for the Program would result in a less-than-significant level with respect to any erosion impacts at the refinement projects sites.

The offsite extension of the 33 kV electrical line would be strung along power poles or placed within underground ductbanks in existing streets, and no potential for erosion exists. Therefore, no impact would occur.

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?

No Impact. Eight of the nine proposed refinement projects would be located in areas previously investigated in geotechnical studies for the plant.[12] The one offsite refinement project would be located within public streets or their immediate right-of-way. No unstable geologic features have been identified at the project site. No impacts would result from implementation of the proposed refinement projects with respect to onsite or offsite landslide, lateral spreading, subsidence, liquefaction or collapse since they would not require substantial earth movement. No occupied buildings are proposed as part of the refinement projects. Therefore, no impact would occur.

[12] Geomatrix Consultants, 1996. MWD Engineering Report Number 1118, Geologic and Geotechnical Investigation Report, Modification of Robert A. Skinner Filtration Facility for the Oxidation Retrofit Program. Unpublished report for the Metropolitan Water District of Southern California. August 14, 1996.

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?

No Impact. The proposed refinement projects would not involve the construction of habitable structures that might result in a substantial risk to life or property. In addition, available geotechnical studies conclude that the alluvium and man-made fills at the Skinner Plant site are not generally expected to be subject to collapse or substantial consolidation. Geotechnical studies indicate that the expansion potential of native soils is very low-to-low (Geomatrix, 1996 and 2003), and therefore, soil expansion would not represent a hazard to the proposed refinement projects. Therefore, no impact would occur.

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. No septic tank or alternative onsite wastewater disposal system would be installed as part of the proposed refinement projects. Therefore, no impact would occur.

VII. HAZARDS AND HAZARDOUS MATERIALS - Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☐	☑
b. Create a significant hazard to the public or the environment through the reasonably foreseeable upset and accident conditions involving the likely release of hazardous materials into the environment?	☐	☐	☐	☑
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☑
d. Be located on a site, which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	☑
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☑
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?	☐	☐	☐	☑
g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☑
h. Expose people or structures to the risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	☐	☐	☐	☑

Note: FPEIR section 5.6 presents a detailed discussion of hazards and hazardous materials in the Program area.

Discussion:

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

No Impact. While hazardous materials are currently used, stored, and transported to and from the Skinner Plant for various plant operations, the proposed refinement projects would not result in any increase in routine use, storage, or transportation of such materials. Potential hazardous material use from construction activities onsite were addressed in the FPEIR. No additional use of hazardous materials would be required to construct or operate the proposed refinement projects. The proposed refinement projects would not interfere with any access route to the Skinner Plant or to adjacent parcels. Therefore, the proposed project would not create a hazard to the public or the environment. Therefore, no impact would occur.

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?

No Impact. See the response to Item VII.a.

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

No Impact. No schools are located within one-quarter mile of the plant site. Therefore, no impact would occur.

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

No Impact. The concrete batch plant area, and the Skinner Plant as a whole, has not been previously identified on any lists compiled pursuant to Government Code Section 65962.5. The Skinner Plant facility is in compliance with current regulations for hazardous substances, sites, and underground storage tanks. Because the proposed refinement projects would not provide for the additional handling or storage of hazardous materials, the temporary installation and operation of the proposed refinement projects would not create a substantial hazard to the public or the environment. Therefore, no impact would occur.

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

No Impact. The proposed refinement projects would not be located within two miles of a public airport or within the vicinity of a private airstrip. The closest airport is French Valley Airport, which is located approximately 5.75 miles to the west/southwest of the Skinner Plant (see **Figure 1-2**). Therefore, no impact would occur.

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?

No Impact. See the response to Item VII.e.

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

No Impact. The proposed onsite refinement projects would not impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan since local roads would not be altered nor access to any location blocked. The right-of-way for the new SCE 33 kV electrical aboveground/underground duct bank project would be constructed within the public street. This would be a temporary impact occurring for a maximum of five days at any one location. A standard traffic mitigation plan prepared pursuant to Caltrans requirements would be submitted to the County Transportation Planning Department. Therefore, a no impact would occur.

h) Expose people or structures to a significant risk of loss, injury or death involving wild land fires, including where wild lands are adjacent to urbanized areas or where residences are intermixed with wild lands?

No Impact. The concrete batch plant, ozone contactor rejection conduit extension, new plant influent meter structure access road project, second access road to the future field construction offices project, realignment of the plant's main entrance project, and the UPCs and ductbank relocation project would be located within annual non-native grasslands that contains combustible vegetation. Construction activities within these areas of the plant site may increase the potential of accidental fires in this area of the Skinner Plant site. These sites would be cleared and grubbed in a manner that would remove all of the existing vegetation within the work area including a perimeter buffer. The concrete batch plant would have perimeter fencing. During construction and operation of the concrete batch plant, all project elements would be connected to a water supply system and would adequately be protected against damage by fire. Hose connections and hose, water casks, chemical equipment, and other equipment required by local jurisdictions would be provided for fighting fires in all construction areas on the plant site. Therefore, no impact would occur.

VIII. HYDROLOGY AND WATER QUALITY - Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Violate any water quality standards or waste discharge requirements?	☐	☐	☐	☑
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 (i.e., 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)?	☐	☐	☐	☑
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?	☐	☐	☐	☑
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?	☐	☐	☐	☑
e. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems to provide substantial additional sources of polluted runoff?	☐	☐	☐	☑
f. Otherwise substantially degrade water quality?	☐	☐	☐	☑
g. Place housing within a 100-year floodplain, as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	☐	☐	☐	☑
h. Place within a 100-year floodplain structures that would impede or redirect flood flows?	☐	☐	☐	☑
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?	☐	☐	☐	☑
j. Inundation by seiche, tsunami, or mudflow?	☐	☐	☐	☑

Note: FPEIR section 5.7 presents a detailed discussion of hydrology and water quality in the Program area.

Discussion:

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

No Impact. The proposed refinement projects would not discharge any wastewater to the surrounding area. Construction within the proposed refinement projects areas has the potential to result in runoff that could carry erosion material downstream. The proposed refinement projects would be subject to the requirements of the NPDES permit obtained for the Program. Compliance

with the requirements of the NPDES permit would necessitate the preparation of a Storm Water Pollution Prevention Plan (SWPPP) that would stipulate the use of erosion control measures and a stormwater pollution interception system during construction activities. BMP erosion control measures would include, but would not be limited to, preventing runoff from unprotected slopes, keeping disturbed areas to a minimum, and development of check berms and desilting basins during construction activities would also typically used to prevent offsite sediment transport. The BMP stormwater pollution interception system would be maintained to remove and dispose of all project construction-generated siltation that occurs before it might migrate offsite. The implementation of the BMPs required by the SWPPP and the NPDES permit for the Program would not violate water quality standards or discharge requirements with respect to the nine refinement projects.

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 Skinner Plant site is not located within a groundwater storage or recharge area. The proposed refinement projects would not consume groundwater and the refinement projects would not require groundwater for operations, as the supply would come from the plant's domestic water system. No wells would be constructed. The proposed refinement projects would not interfere with groundwater recharge since it would not involve pumping and would not substantially increase impermeable surface area. Therefore, no impact would occur.

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?

No Impact. The concrete batch plant would not affect the local drainage pattern since this area is relatively flat, naturally drains to the adjacent channel and south towards the Auld Valley and would continue to do so during the operation of the batch plant. The ozone contactor rejection conduit extension project could potentially have an effect since it would result in a minor alteration of the creek bed of Tucalota Creek. The location of the ozone contactor rejection conduit extension is shown in **Figure 1-5**. As shown in this figure, the ozone contactor rejection conduit extension would be located northeast of the proposed ORP site, and east of the three sludge water overflow ponds. The final 240 feet would be a 26-foot wide, and 3-foot deep concrete lined open channel would discharge to a tributary of Tucalota Creek. Riprap would be added along the final ±65 feet of the channel before it discharges into Tucalota Creek. Additional riprap would be added to the banks of the tributary to Tucalota Creek where the discharge would occur. The riprap would be applied to the surface of the sides to prevent erosion. The channel currently has riprap along its banks and drainage patterns would not be changed by the proposed refinements. The secondary access road would have an adjacent v-ditch to collect storm water from the road. The stormwater would be collected and routed to a riprap-lined outlet to limit erosion and then discharged into the existing channels on the plant site. None of the remaining refinements would impact a channel or result in a changed drainage pattern. Therefore, no impact would occur.

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?

No Impact. The proposed refinement projects would not substantially affect the existing drainage pattern of the Skinner Plant site or area as noted in the response to item VIII.c above. The ozone contactor rejection conduit extension project would discharge reject water from the ORP facilities into a tributary of Tucalota Creek. The design of the ORP site storm water discharge to the constructed wetland project would discharge water from the wetland into Tucalota Creek, which would allow flows to continue downstream. Overall, the existing drainage pattern and rates for the Skinner Plant site would remain the same as with the Program, and the potential for on-site or off-site flooding would not change. No other aspect of the proposed refinement projects would affect drainage. Therefore, no impact would occur.

e) Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?

No Impact. The proposed refinement projects would not substantially increase the amount of impermeable surface on the Skinner Plant site and would not result in a net increase in stormwater flows. Please see response to Item VIII. a, which describes the required NPDES permit. Runoff generated on the concrete batch plant area and the other refinement project areas would be controlled onsite in a manner that would remove pollution from the runoff before it would be allowed to discharge from the Skinner Plant property. Storm water runoff from the ORP pad would be routed through a prefiltration forebay before entering the constructed wetland, which would reduce any sediment in the runoff, as would the wetland itself. Therefore, no impact would occur.

f) Otherwise substantially degrade water quality?

No Impact. The proposed refinement projects would not have any sources of wastewater that would impact water quality. As a result of grading for the proposed refinement projects, particularly the ozone contactor rejection conduit extension and the ORP site storm water discharge to constructed wetland project, erosion could carry sediment into adjacent channels. Please see response to Item VIII.a, which describes the required NPDES permit. A typical BMP stormwater pollution interception system would include a temporary detention/sedimentation basin and a filter or clarifier device that would remove pollutants from the runoff before it is released from the property. After the construction of the Module 7 and ORP facilities is completed, the concrete batch plant would be returned to its current state. During operations there would be no discharge of wastewater from any of the proposed refinements. The implementation of the BMPs established in the NPDES permit would ensure that the proposed project would not violate any water quality standards. Therefore, no impact would occur.

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. No housing would be built for this proposed project. Therefore, no impact would occur.

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

No Impact. The proposed refinement projects would not place any structures in a flood hazard area, which could impede or redirect flood flows. The ozone contactor rejection conduit extension and the ORP site storm water discharge to constructed wetland project would discharge water directly into Tucalota Creek or its tributaries. The overall existing drainage pattern for the Skinner Plant site would remain unchanged, and the potential for onsite or offsite flooding would not change. Therefore, no impact would occur.

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?

No Impact. The concrete batch plant and access roadway would be located immediately west of the Lake Skinner Dam. A breach of the dam could result in flooding in the area of these proposed projects. This potential impact would be reduced as the concrete batch plant would not include any permanent structures and it would be removed upon completion of Module 7 and the ORP facilities. The dam has been designed and constructed with review and approval of the California Division of Safety of Dams and a chance of catastrophic failure is remote. No other structures would be impacted by a dam failure. Therefore, no impact would occur.

j) Inundation by seiche, tsunami, or mudflow?

No Impact. The Skinner Plant site is not in a coastal area subject to a tsunami and is not within or adjacent to a hillside area subject to mudflows. The concrete batch plant and access roadway would be located just west of Lake Skinner and could be subject to seiche wave inundation during a seismic event. This potential impact would be reduced, as the dam would have substantial freeboard even when the lake is full. The concrete batch plant would be temporary and there are no other structures that would be threatened by a dam failure. Therefore, no impact would occur.

IX. LAND USE AND PLANNING – Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. 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?	☐	☐	☐	☑
c. Conflict with any applicable habitat conservation plan or natural communities conservation plan?	☐	☐	☐	☑

Note: FPEIR Appendix A presents a detailed discussion of land use and planning in the Program

area.

Discussion:

a) Physically divide an established community?

No Impact. Eight of the proposed refinement projects would occur within the boundaries of the Skinner Plant site, would be consistent with the use of the site and would not result in a division of any community. The one offsite refinement project, the 33 kV electrical aboveground/underground ductbank, would be located within a public street or along the shoulder. The proposed refinement projects would not have any temporary or permanent features that might physically divide an established community. Therefore, no impact would occur.

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?

No Impact. The Skinner Plant site has a land use designation of MWD in the Riverside County General Plan, which permits the construction of water treatment facilities. The proposed refinement projects would not create any uses that are inconsistent with the general plan and zoning designations on the Skinner Plant site. Therefore, no impact would occur.

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

No Impact. The proposed refinement projects do not lie within any habitat conservation areas as designated by outside agencies. Though adjacent to both the Southwestern Riverside County Multi-Species Reserve and the W. Ruel Johnson Ecological Reserve, the operations area of the Skinner Plant has been specifically excluded from the reserves, and is not a part of any habitat conservation plan. The proposed refinement projects would be constructed adjacent to the central and largely developed portions of the Skinner Plant and would be within the operations area. The one offsite refinement project, the 33 kV electrical aboveground/underground ductbank, would be located within a public street. Therefore, no impact to a conservation plan would result during the construction or operation of the proposed refinement projects.

X. MINERAL RESOURCES - Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Result in the loss of availability of a known mineral resource that would be of value to the region and residents of the state?	☐	☐	☐	☑
b. Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	☐	☐	☐	☑

Note: FPEIR Appendix A presents a detailed discussion of mineral resources in the Program area.
Discussion:

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 California Division of Mines and Geology, *Map of Mines and Mineral Producers Active in California (1999)* and the *County of Riverside General Plan Map*, no mineral deposits of statewide or regional importance currently exist in project site area. The proposed refinement projects would not permanently alter the land and would not affect the availability of, or accessibility to, any mineral resources. Therefore, no impact would occur.

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. See Response for Item X.a.

XI. NOISE - Would the project result in:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	☐	☐	☑	☐
b. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☐	☑
c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☐	☑
d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☐	☑
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?	☐	☐	☐	☑
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?	☐	☐	☐	☑

Note: FPEIR section 5.8 presents a detailed discussion of noise in the Program area.

Discussion:

a) Would the project result in 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?

Less-than-significant Impact. An evaluation of ambient noise levels at the Skinner Plant was prepared to determine whether the proposed refinements, either by themselves or cumulatively with the ORP and Module 7, would result in any significant impacts related to noise levels.[13]

Several rating scales have been developed to analyze the adverse effect of community noise on people. These noise levels are stated in terms of decibels on the A-weighted scale (dBA). Noise levels stated by dBA reflect the response of the human ear by filtering out the low and high frequency ranges that the ear does not detect well. The County of Riverside uses CNEL, the Community Noise Equivalent Level, as the noise measuring scale to determine consistency with the General Plan. CNEL is a 24-hour average L_{eq} (equivalent noise level) that adds a 5-dB penalty for evening noise events (7:00 p.m. to 10:00 p.m.), as well as the 10-dB nighttime penalty. This weighting takes into account the increased human sensitivity to noise in the evening and nighttime hours.

[13]/ Ultrasystems Environmental. June 2004.

The purpose of these measurements is primarily to protect sensitive land uses from high levels of noise exposure. Noise-sensitive receptors are generally considered to be human activities or land uses that may be subject to the stress of substantial interference from noise. Land uses associated with sensitive receptors include residential dwellings, hotels, motels, hospitals, nursing homes, schools, libraries, and places of worship. Sensitive receptors may also be endangered noise-sensitive biological species. The acceptable exterior noise level for sensitive receptors in the Noise Element of the Riverside County General Plan is 65-dBA CNEL.

Ordinance 457 of the Riverside County Code (County Code), Section 1.G.1, indicates the allowable hours of construction. According to Ordinance 457, Section 1.G.1, if a proposed project is within a quarter-mile of residential or other noise-sensitive land uses, construction hours are limited to between 6:00 AM to 6:00 PM June through September, and 7:00 AM to 6:00 PM October through May. Moreover, Policy N 4.1 (b) of the Noise Element limits the facility-related noise, received by any sensitive use to 65 dBA-10-minutes L_{eq} between 7:00 AM and 10:00 PM. The nearest residential units to the proposed concrete batch plant would be located approximately one-half mile to the southwest. The nearest residences to the location of the proposed second access road to the future field construction offices project are about 1,500 feet to the west. Exceptions to the construction-hours standard are allowed only with a permit from the County.

Short-Term Impacts

Construction and operation of the concrete batch plant would generate intermittent high noise levels on and adjacent to the site during the construction phase of the ORP facilities. Construction noise levels would fluctuate depending on construction activity, equipment type and duration of use, and the distance between noise source and receiver. Average (equivalent) construction noise levels projected at the nearest residences from the project site are presented in **Table 3-3** (Project Construction Noise Levels at Nearest Receiver). This table lists the loudest types of equipment operating at the construction site, the typical noise level generated by this equipment at a distance of 50 feet, and the composite averages (equivalent site noise levels) of the noise from all equipment at 50 feet, and at 850 feet, and 1,500 feet.

Table 3-3
PROJECT CONSTRUCTION NOISE LEVELS AT NEAREST RECEIVER (dBA)

Construction Step	Loudest Equipment	Maximum Sound Level at 50 ft	Equipment Utilization Factor[1] (%)	Composite Noise at Receptors		
				at 50 ft	at 850 ft	at 1500 ft
Site Preparation	Dozer	85	50	88	63	58
	Grader	85	50			
	Loader	85	80			
Concrete Batch Plant Operations	Concrete Batch Plant	83	80	88.5	64	59
	Concrete Pump	82	70			
	Dump Truck	88	70			

[1] Utilization Factor is estimated as percentage of daily shift that the equipment would be operating at full power.

As shown in **Table 3-3**, and since the nearest residences are more than 1,500 feet away, the proposed concrete batch plant project would not result in construction noise levels at the closest residences exceeding the exterior noise threshold standard of 65-dBA for sensitive receptors. Furthermore, construction activities would occur during the daytime hours (in accordance with §1.G.1 Ordinance 457 of the County Code), when most people are away from home. Therefore, a less-than-significant impact would occur.

As indicated in the Noise section of the FPEIR, predicted maximum noise level at the nearest residential unit, due to construction of Module 7, which is the closet portion of the Program to adjacent residences, would be below the General Plan noise standard. Construction of the second access road to the future field construction offices project would be approximately 500 feet east of the Module 7 work area, therefore, construction noise associated with the second access road to the future field construction offices project would be less-than-significant.

Construction of the remaining on site refinements would not generate substantial noise because they would be even farther from any adjacent residences. The construction of the 33kV line would result in work occurring for a maximum of five days in any one location, require minimal grading since most of the duct bank already exists and it would largely be a matter of pulling conducting cable. Equipment such as a backhoe, auger and cable truck would be required to construct the line, but their use at any location would be temporary and limited to the work hours in the County of Riverside Ordinance. Therefore the construction of the line would not result in a substantial increase in noise. There would be no other noise impacts associated with the proposed refinement projects.

Long-term Impacts

The concrete batch plant would be removed upon completion of the ORP and Module 7 facilities. None of the proposed refinements have any loud noise generating features or would generate additional vehicle traffic that would result in an increase in noise in the surrounding area. Therefore, no long-term operational noise impacts would occur from the proposed refinement projects.

b) Would the project result in exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?

No Impact. Vibration is sound radiated through the ground. The rumbling sound caused by the vibration of building interior surfaces is called groundborne noise. The ground motion caused by vibration is measured as particle velocity in inches per second and is referenced as vibration decibels (VdB). Typical outdoor sources of perceptible ground-borne vibration are construction equipment and traffic on rough roads.

Construction and operation of the proposed refinement projects would not produce excessive groundborne vibration or groundborne noise. The nearest residences (sensitive receptors) would be approximately one-half mile away from the batch plant project site, which would be the only project component that might generate significant vibration. Based on the estimations provided in **Table 3-4** (Vibration Source Levels for Construction Equipment), vibration levels would be less than 54 VdB at the nearest residential units. This would be well below the significance threshold of 80 VdB used

by the federal government,[14] and would only occur for short periods during construction. Therefore, no impact would occur as a result of project implementation.

Table 3-4
VIBRATION SOURCE LEVELS FOR CONSTRUCTION EQUIPMENT

Equipment	Approximate VdB			
	25 Feet	50 Feet	500 Feet	1000 Feet
Loaded Truck	86	80	60	54
Jackhammer	79	73	53	47
Small Bulldozer	58	52	32	26

Source: Federal Railroad Administration 1998.

c) Would the project result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?

No Impact. A significant impact may occur if a project would introduce substantial new sources of noise or would substantially add to existing sources of noise within the vicinity of a project site during the operation of a project. None of the proposed refinement projects would result in new operational noise impacts. The concrete batch plant would be removed when construction of the ORP and Module 7 facilities is completed, and it would not operate over the long-term. The other proposed refinement projects would not have any operational noise impacts. Therefore, the proposed project would not result in permanent increase in ambient noise levels in the project vicinity and no impact would occur.

d) Would the project result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?

No Impact. As discussed in Response XI.a, the proposed refinement projects would potentially generate high noise levels during the short-term grading and site preparation activities as a result of heavy machinery and equipment use. However, construction noise impacts associated with the proposed refinement projects would be temporary and intermittent in nature, and because of the distance effect to the nearest residential receptor, would not exceed 60dBA CNEL which is the General Plan noise standard for residential uses. There would be no loud noise generating operational features of the proposed refinements. Therefore, no impact would occur.

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 Skinner Plant site is not located within an airport land use plan or within two miles of a public airport. Therefore, no impact would occur.

[14] Office of Planning – FTA, U.S. Department of Transportation, *Transit Noise and Vibration Impact Assessment*. April 1995.

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. The Skinner Plant site is not in the vicinity of a private airstrip. Therefore, no impact would occur.

XII. POPULATION AND HOUSING - Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Induce substantial population growth in an area, either directly (for example, by proposing new homes and business) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☐	☑
b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☑
c. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☑

Note: FPEIR Appendix A presents a detailed discussion of population and housing.

Discussion:

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)?

No Impact. The proposed refinement projects would have no characteristics that would result in population growth, as they would not require additional employees. The access roadway improvement project, the extension of the new 33 kV electrical line, the second access road to the future field construction offices project, and the realignment of the plant's main entrance project would involve work within roadways, but no offsite roadway extensions or other new infrastructure would be constructed. The new 33kV line would only serve the plant and would not provide additional electrical capacity for other development. Therefore, no impact would occur.

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

No Impact. No housing would be displaced by the implementation of the proposed refinement projects. Therefore, no impact would occur.

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

No Impact. No residential uses occur on the project site, nor would any persons be displaced by the implementation of the proposed refinement projects. Therefore, no impact would occur.

XIII. PUBLIC SERVICES	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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:				
Fire protection?	☐	☐	☐	☑
Police protection?	☐	☐	☐	☑
Schools?	☐	☐	☐	☑
Parks?	☐	☐	☐	☑
Other public facilities?	☐	☐	☐	☑

Note: FPEIR section 5.8 presents a detailed discussion of public services – fire protection in the Program area. FPEIR Appendix A presents a detailed discussion of police protection, schools, parks, and other public facilities in the Program area.

Discussion:

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 following public services:

Fire Protection?

No Impact. As stated in the FPEIR, in the event of a fire or hazardous material release at the Skinner plant, the fire station closest to the Skinner Plant (French Valley Fire Station, 37500 Sky Canyon Drive, Murrieta, CA 92563) would initially respond, and is equipped to handle emergency calls. The proposed refinement projects would not have any characteristic that would increase the need for fire protection, other than a possible increase in risk of wildfire due to some of the facilities being located adjacent to grasslands. This potential impact would not be substantial and would not require any new facilities. Standard prevention measures would be incorporated into the project (please refer to Response VII.h. for information on wildland fires). Therefore, no impact would occur.

Police Protection

No Impact. Construction and operation of the proposed refinement projects would not result in any adverse impacts on police protection. The proposed project would not create additional demands on existing police response services, because there would not be a substantial increase in workers or equipment on the site during construction. The only increase in workers at the site would be associated with the temporary operation of the concrete batch plant. Therefore, no impact would occur.

Schools

No Impact. The proposed refinement projects would not add any residences, and therefore would not be subject to any development fees levied by school districts as no student generation or impact on school facilities would occur. Therefore, no impact would occur.

Parks

No Impact. No impacts on existing parks would occur as a result of implementing the proposed refinement projects, because the projects would not result in new residents or employees and would not create additional demands on park services.

Other Public Facilities

No Impact. Construction and operation of the proposed refinement projects would not result in any new demand for other public facilities. The proposed refinement projects would not result in new residents or employees, and would be temporary. Therefore, no impact would occur.

XIV. RECREATION	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	☐	☐	☐	☑
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?	☐	☐	☐	☑

Note: FPEIR Appendix A presents a detailed discussion of recreation facilities in the Program area.

Discussion:

a) Cause an increase in 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 refinement projects would not generate new demands for public parks or recreational services since they would not generate new residents or employees in the area and the site would not attract recreational users to the site. Therefore, no impact would occur.

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 refinements would not include any recreational facilities and because there would not be any new residents or employees no construction or expansion of recreational facilities would be required. Therefore, no impact would occur.

XV. TRANSPORTATION/TRAFFIC - Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Cause an increase in traffic, which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?	☐	☐	☐	☑
b. Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?	☐	☐	☐	☑
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?	☐	☐	☐	☑
d. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☐	☑
e. Result in inadequate emergency access?	☐	☐	☐	☑
f. Result in inadequate parking capacity?	☐	☐	☐	☑
g. Conflict with adopted policies supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	☐	☐	☐	☑

Note: FPEIR Appendix A presents a detailed discussion of transportation/traffic in the Program area.

Discussion:

a) Cause an increase in traffic, which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?

No Impact. The construction traffic that would be directed to the proposed refinement projects was accounted for in the FPEIR. Constructing the concrete batch plant onsite would eliminate the truck trips associated with delivering concrete to the ORP and Module 7 construction sites. Some of the

construction trips would be rerouted to use the Benton Road access to the concrete batch plant and the additional construction use area; this would reduce the number of vehicles at the main entrance or other construction entrances to the Skinner Plant. The truck trips between the new concrete batch plant and additional construction use area and the ORP and Module 7 facilities would use the temporary creek-crossing roadway; thereby they would avoid using the public streets adjacent to the Skinner Plant site. None of the proposed refinements, of themselves, would generate any associated vehicle trips during operation. Therefore, no impact would occur.

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. See Response XV.a.

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?

No Impact. The proposed refinement projects would not have any features, i.e., tall structures that could cause any changes to air traffic patterns. Therefore, no impact would occur.

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 refinement projects would not make any changes in road design offsite or introduce incompatible uses on local streets. Therefore, no impact would occur.

e) Result in inadequate emergency access?

No Impact. The proposed refinement projects would not interfere with any access route to the Skinner Plant or to adjacent parcels. Some of the construction traffic would use Benton Road as opposed to the main plant entrance, but this would not restrict emergency personnel from accessing the site. Therefore, no impact would occur.

f) Result in inadequate parking capacity?

No Impact. Adequate parking would be provided on the project site for the construction workers, some of who may park in the additional construction use area. No aspect of the proposed refinement projects would increase the demand for parking. Therefore, no impact would occur.

g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?

No Impact. The eight onsite refinement projects would take place entirely within the boundaries of the Skinner Plant property and would not affect the construction of alternative transportation facilities. The offsite extension of the 33 kV electrical line project would occur entirely underground or on poles adjacent to a public street, and thus would affect the construction of alternative transportation facilities. Since there are no physical changes that would affect

transportation, the proposed refinement projects would not conflict with any adopted policies, plans, or programs. Therefore, no impact would occur.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
XVI. UTILITIES AND SERVICE SYSTEMS - Would the project:				
a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☐	☑
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?	☐	☐	☐	☑
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?	☐	☐	☐	☑
d. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	☐	☐	☐	☑
e. Result in a determination by the wastewater treatment provider, which serves or may serve the project determined that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☐	☑
f. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	☐	☑
g. Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☐	☐	☑

Note: FPEIR section 5.11 presents a detailed discussion of utilities and service systems – wastewater treatment and solid waste in the Program area. FPEIR Appendix A presents a detailed discussion of the other utilities and service systems in the Program area.

Discussion:

a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?

No Impact. The proposed refinement projects would not generate any new demand for wastewater treatment since there would be no new sewers or sources of wastewater associated with them. Therefore, no impact would occur.

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. See response to Item XVI.a. The proposed refinement projects would not require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause adverse environmental effects. Therefore, no impact would occur.

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?

No Impact. The proposed refinement projects would not require or result in the construction of new off-site stormwater facilities or the expansion of existing offsite facilities. Two of the refinement projects, the ozone contactor rejection conduit extension and the ORP site storm water discharge to constructed wetland project, would make improvements to the stormwater facilities analyzed in the FPEIR, but they would not affect the downstream stormwater facilities since their designs would detain and treat stormwater discharges onsite. Therefore, no impact would occur.

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

No Impact. Construction on the project site would use plant water and no new entitlements would be required for the proposed refinement projects, since no housing or development would be built. Required water connections exist onsite and, if necessary, would be extended to the new areas. The proposed refinement projects would not result in the need for expanded facilities. Therefore, no impact would occur.

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?

No Impact. No aspect of the proposed refinement projects would generate any increase in wastewater flow. Also, refer to responses in Items XVI.a and XVI.b. Therefore, no impact would occur.

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

No Impact. The proposed refinement projects would have the potential to generate solid waste during construction, but not during operation. There would not be a need to export any soils as a result of grading. Solid waste generation during construction would be consistent with that of the ORP and Module 7 construction. This effect was evaluated in the FPEIR and determined to be less-than-significant. No increase in solid waste would be generated during operation of the proposed refinement projects, and they would not exceed the generation rates established in the FPEIR. Therefore, no impact would occur.

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

No Impact. The proposed refinement projects would not generate any solid waste that could not be disposed of consistent with federal, state, and local statutes and regulations related to solid waste. No increase in solid waste would be generated during operation. Therefore, no impact would occur.

XVII. MANDATORY FINDINGS OF SIGNIFICANCE	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	☐	☐	☐	☑
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, effects of other current projects, and the effects of probable future projects.)	☐	☐	☑	☐
c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☑	☐

Discussion:

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?

No Impact. The concrete batch plant would temporarily remove a maximum of 4.6 acres of annual non-native grassland and the construction trailer secondary access road would remove an additional 1.75 acres of primarily non-native grassland. The proposed refinement projects would not affect sensitive plant species since none were observed in the areas of the proposed refinements during the current surveys and those prepared for the FPEIR. The current and previous biological resources surveys did not detect any special status wildlife species by sight or sign within the concrete batch plant area, or that would be impacted by the other proposed refinement projects. The grading and vegetation clearing required for the concrete batch plant and the other proposed refinement projects would not impact sensitive species based on the surveys for the site. The new 33kV line would not impact any offsite resources since it will be run in, or immediately adjacent to, existing streets. The

plant was constructed in the 1970s on vacant land and there are no structures onsite that would be considered historic. The site has been surveyed for archaeological resources and none of the known sites on the plant property would be impacted by the proposed refinements. The 33kV line, the one offsite refinement, would be run in existing streets and rights-of-way which are highly disturbed and have no historic or prehistoric resources. Therefore, no impact would occur.

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. As provided in more detail in the individual impact discussions of this Negative Declaration, the proposed refinement projects do not result in any new significant adverse impacts that require mitigation. The concrete batch plant's impacts would be temporary because it would be removed after the construction the Module 7 and the ORP facilities are completed. However, the other refinement projects would construct structures that would operate over the long-term, however, there are no significant impacts associated with them that would add to those of other Program projects in their area. As determined in the FPEIR, the Program would have significant short-term cumulative air quality impacts as a result of construction. The proposed refinement projects would add to these cumulative impacts. However, the mass grading would precede the construction of the proposed refinement projects required for the ORP and Module 7. The mass grading of these areas would result in the greatest amount of emissions on a daily basis due to the operation of heavy equipment during grading and the amount of particulates (PM_{10}) generated by earth moving activities. After mass grading was completed, the actual construction of the ORP and Module 7 would have less air quality impacts due to the reduction in the amount of heavy equipment and earth movement required. It is during this period of lesser emissions that the proposed refinements would be constructed. Additionally, the construction of the concrete batch plant and the other proposed refinement projects would not have significant air quality impacts themselves (as determined in Item III of this Initial Study). Therefore, short-term cumulative air quality impacts would not be made substantially worse by the implementation of the proposed refinement projects. For these reasons, the proposed refinement projects would not be cumulatively considerable. Therefore, a less-than-significant impact would occur.

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

Less-than-significant Impact. Construction of the proposed refinement projects would result in temporary minor increases in air pollution and noise as determined in Sections III and XI of this Negative Declaration. As noted in those sections, the impacts would not be individually significant and would not make the impacts of the ORP or Module 7 substantially worse. Therefore, these effects would not be substantially adverse to human beings, either directly or indirectly. The permanent operational impacts of the proposed refinement projects would also not cause any adverse impacts on human beings, either directly or indirectly. Therefore, a less-than-significant impact would occur.

SECTION 4
REFERENCES

The following documents were used in the preparation of this Negative Declaration. Unless otherwise noted in the reference, they are available for public review at Metropolitan's headquarters office at 700 North Alameda Street, Los Angeles, California 90012-2944.

Applied Earthworks, Inc., *Cultural Resources Inventory and Management Recommendations for the Metropolitan Water District of Southern California Lake Skinner Filtration Plant Operations Area*. July 31, 2002.

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Wagner, William D., *Biological Resources Assessment for the Concrete Batch Plant Location for the Lake Skinner Oxidation Retrofit Program/Module 7 Project,* August 2004.

SECTION 5
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APPENDIX A

AIR EMISSIONS CALCULATION SHEETS

URBEMIS 2002 For Windows 7.5.0

File Name: G:\2004 Closed\5212 MWD Skinner Plant ND\Air Quality\5212 - Construction Emissions_8-19
Project Name: MWD - Construction Laydown Area for Skinner Plant
Project Location: South Coast Air Basin (Los Angeles area)
On-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

SUMMARY REPORT
(Pounds/Day - Summer)

CONSTRUCTION EMISSION ESTIMATES

*** 2005 ***	ROG	NOx	CO	SO2	PM10 TOTAL	PM10 EXHAUST	PM10 DUST
TOTALS (lbs/day,unmitigated)	11.59	81.55	92.60	0.00	13.61	3.60	10.01
TOTALS (lbs/day, mitigated)	11.01	62.03	88.06	0.00	5.72	3.42	2.30

URBEMIS 2002 For Windows 7.5.0

File Name: G:\2004 Closed\5212 MWD Skinner Plant ND\Air Quality\5212 - Construction Emissions_8-19
Project Name: MWD - Construction Laydown Area for Skinner Plant
Project Location: South Coast Air Basin (Los Angeles area)
On-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

DETAIL REPORT
(Pounds/Day - Summer)

Construction Start Month and Year: January, 2005
Construction Duration: 0.5
Total Land Use Area to be Developed: 4.6 acres
Maximum Acreage Disturbed Per Day: 1 acres
Single Family Units: 0 Multi-Family Units: 0
Retail/Office/Institutional/Industrial Square Footage: 0

CONSTRUCTION EMISSION ESTIMATES UNMITIGATED (lbs/day)

Source	ROG	NOx	CO	SO2	PM10 TOTAL	PM10 EXHAUST	PM10 DUST
*** 2005***							
Phase 1 - Demolition Emissions							
Fugitive Dust	-	-	-	-	0.00	-	0.00
Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Phase 2 - Site Grading Emissions							
Fugitive Dust	-	-	-	-	10.00	-	10.00
Off-Road Diesel	11.51	81.35	90.73	-	3.60	3.60	0.00
On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker Trips	0.08	0.20	1.87	0.00	0.01	0.00	0.01
Maximum lbs/day	11.59	81.55	92.60	0.00	13.61	3.60	10.01
Phase 3 - Building Construction							
Bldg Const Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
Bldg Const Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Arch Coatings Off-Gas	0.00	-	-	-	-	-	-
Arch Coatings Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Asphalt Off-Gas	0.00	-	-	-	-	-	-
Asphalt Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
Asphalt On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Asphalt Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Max lbs/day all phases	11.59	81.55	92.60	0.00	13.61	3.60	10.01

Phase 3 - Building Construction Assumptions: Phase Turned OFF

Phase 2 - Site Grading Assumptions
Start Month/Year for Phase 2: Jan '05
Phase 2 Duration: 0.5 months
On-Road Truck Travel (VMT): 0
Off-Road Equipment

No.	Type	Horsepower	Load Factor	Hours/Day
1	Excavators	180	0.580	8.0
1	Graders	174	0.575	8.0
1	Off Highway Trucks	417	0.490	8.0
1	Rubber Tired Dozers	352	0.590	8.0
1	Tractor/Loaders/Backhoes	79	0.465	8.0

CONSTRUCTION EMISSION ESTIMATES MITIGATED (lbs/day)

Source	ROG	NOx	CO	SO2	PM10 TOTAL	PM10 EXHAUST	PM10 DUST
*** 2005***							
Phase 1 - Demolition Emissions							
Fugitive Dust	-	-	-	-	0.00	-	0.00
Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Phase 2 - Site Grading Emissions							
Fugitive Dust	-	-	-	-	2.29	-	2.29

Off-Road Diesel	10.93	61.83	86.19	-	3.42	3.42	0.00
On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker Trips	0.08	0.20	1.87	0.00	0.01	0.00	0.01
Maximum lbs/day	11.01	62.03	88.06	0.00	5.72	3.42	2.30
Phase 3 - Building Construction							
Bldg Const Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
Bldg Const Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Arch Coatings Off-Gas	0.00	-	-	-	-	-	-
Arch Coatings Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Asphalt Off-Gas	0.00	-	-	-	-	-	-
Asphalt Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
Asphalt On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Asphalt Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Max lbs/day all phases	11.01	62.03	88.06	0.00	5.72	3.42	2.30

Construction-Related Mitigation Measures

Phase 2: Soil Disturbance: Apply soil stabilizers to inactive areas
Percent Reduction(ROG 0.0% NOx 0.0% CO 0.0% SO2 0.0% PM10 30.0%)
Phase 2: Soil Disturbance: Replace ground cover in disturbed areas quickly
Percent Reduction(ROG 0.0% NOx 0.0% CO 0.0% SO2 0.0% PM10 15.0%)
Phase 2: Soil Disturbance: Water exposed surfaces - 2x daily
Percent Reduction(ROG 0.0% NOx 0.0% CO 0.0% SO2 0.0% PM10 34.0%)
Phase 2: Off-Road Diesel Exhaust: Use diesel oxidation catalyst
Percent Reduction(ROG 0.0% NOx 20.0% CO 0.0% SO2 0.0% PM10 0.0%)
Phase 2: Unpaved Roads: Water all haul roads 2x daily
Percent Reduction(ROG 0.0% NOx 0.0% CO 0.0% SO2 0.0% PM10 3.0%)
Phase 2: Unpaved Roads: Reduce speed on unpaved roads to < 15 mph
Percent Reduction(ROG 0.0% NOx 0.0% CO 0.0% SO2 0.0% PM10 40.0%)
Phase 2: Off-Road Diesel Exhaust: Propoerly maintain equipment
Percent Reduction(ROG 5.0% NOx 5.0% CO 5.0% SO2 5.0% PM10 5.0%)
Phase 3 - Building Construction Assumptions: Phase Turned OFF

Phase 2 - Site Grading Assumptions
Start Month/Year for Phase 2: Jan '05
Phase 2 Duration: 0.5 months
On-Road Truck Travel (VMT): 0
Off-Road Equipment

No.	Type	Horsepower	Load Factor	Hours/Day
1	Excavators	180	0.580	8.0
1	Graders	174	0.575	8.0
1	Off Highway Trucks	417	0.490	8.0
1	Rubber Tired Dozers	352	0.590	8.0
1	Tractor/Loaders/Backhoes	79	0.465	8.0

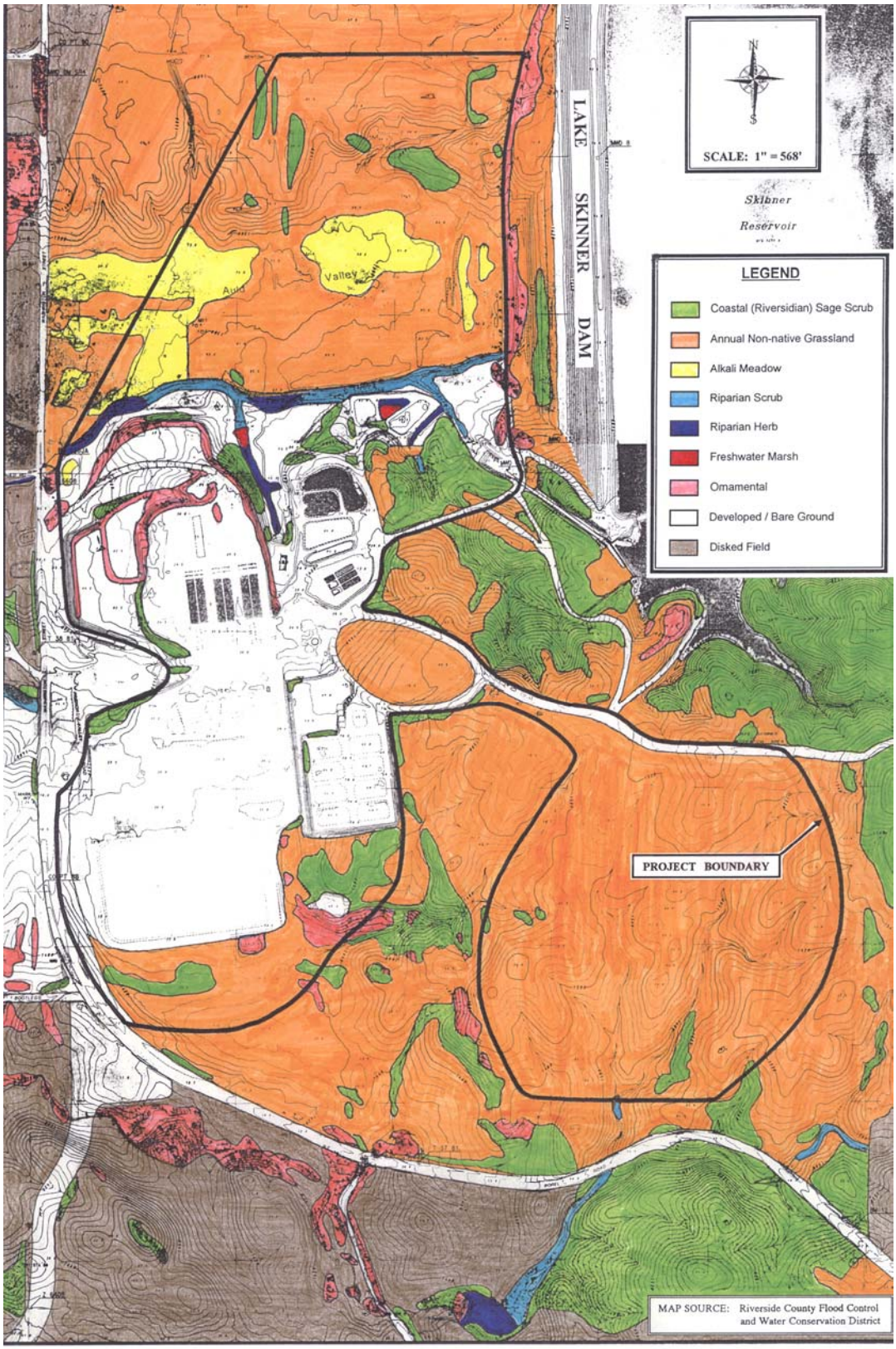
Changes made to the default values for Land Use Trip Percentages

Changes made to the default values for Construction

Phase 2 mitigation measure Soil Disturbance: Apply soil stabilizers to inactive areas
has been changed from off to on.
Phase 2 mitigation measure Soil Disturbance: Replace ground cover in disturbed areas quickly
has been changed from off to on.
Phase 2 mitigation measure Soil Disturbance: Water exposed surfaces - 2x daily
has been changed from off to on.
Phase 2 mitigation measure Off-Road Diesel Exhaust: Use diesel oxidation catalyst
has been changed from off to on.
Phase 2 mitigation measure Unpaved Roads: Water all haul roads 2x daily
has been changed from off to on.
Phase 2 mitigation measure Unpaved Roads: Reduce speed on unpaved roads to < 15 mph
has been changed from off to on.
Phase 2 mitigation measure Off-Road Diesel Exhaust: Propoerly maintain equipment
has been changed from off to on.

APPENDIX B

BIOLOGICAL RESOURCES MAP



LAKE SKINNER FACILITIES EXPANSION PROJECT - PLANT COMMUNITIES & DEVELOPED AREAS

Robert A. Skinner Filtration Plant
Reliability and Quality Program
Refinements to the Program

Negative Declaration

Responses to Comments

SCH #2002121111
Report No. 1232

October 2004

MWD
METROPOLITAN WATER DISTRICT OF SOUTHERN CALIFORNIA

1.0 RESPONSES TO COMMENTS

1.1 INTRODUCTION

Public review of the Negative Declaration (ND) for the Robert A. Skinner Filtration Plant Reliability and Quality Program Refinements to the Program began on August 31, 2004, and ended on September 28, 2004. Only a single comment letter was received, from a public agency. The letter, its written comments, together with the Metropolitan response to those comments, is included immediately following this page.

1.2 LIST OF AGENCIES COMMENTING ON THE MITIGATED NEGATIVE DECLARATION

STATE AGENCIES

A. Governor's Office of Planning and Research, State Clearinghouse

OFFICE OF PLANNING AND RESEARCH, STATE CLEARINGHOUSE, LETTER DATED SEPTEMBER 29, 2004

Response 1: Comment noted.

STATE OF CALIFORNIA

Governor's Office of Planning and Research

State Clearinghouse and Planning Unit

Arnold Schwarzenegger
Governor

Jan Boel
Acting Director

September 29, 2004

Jeff Ford
Metropolitan Water District of Southern California
700 N. Alameda Street
Los Angeles, CA 90012

Subject: Robert A. Skinner Filtration Plant Reliability and Quality Program - Refinements to the Program
SCH#: 2002121111

Dear Jeff Ford:

The State Clearinghouse submitted the above named Negative Declaration to selected state agencies for review. The review period closed on September 28, 2004, and no state agencies submitted comments by that date. This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act.

Please call the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process. If you have a question about the above-named project, please refer to the ten-digit State Clearinghouse number when contacting this office.

Sincerely,

Terry Roberts

Terry Roberts
Director, State Clearinghouse

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Document Details Report
State Clearinghouse Data Base

SCH# 2002121111
Project Title Robert A. Skinner Filtration Plant Reliability and Quality Program - Refinements to the Program
Lead Agency Metropolitan Water District of Southern California

Type Neg Negative Declaration

Description The refinements include:

1. On-site concrete batch plant and access roadway improvements
2. Ozone contractor rejection structure extension
3. New plant influent meter structure access road
4. Second access road to the future field construction offices
5. New Southern California Edison (SCE) 33 kV electrical aboveground / underground ductbank
6. Site expansion for the 33 kV switchyard
7. ORP site storm water discharge to constructed wetland
8. Realignment of the plant's main entrance
9. Relocation of the ORP universal power supply cases and ductbank

Lead Agency Contact

Name Jeff Ford
Agency Metropolitan Water District of Southern California
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email jford@mwdh2o.com
Address 700 N. Alameda Street
City Los Angeles **State** CA **Zip** 90012

Project Location

County Riverside
City Temecula, Hemet
Region
Cross Streets Washington Street / Borel Road / Auld Road
Parcel No. 958040024,958110001
Township 7S **Range** 2W **Section** 3, 10 **Base** SB

Proximity to:

Highways 79
Airports French Valley
Railways
Waterways Tucalota Creek
Schools Alamos School
Land Use Z: MWD and Public Rights-of-Way
GP: MWD and Public Rights-of-Way

Project Issues Aesthetic/Visual; Air Quality; Noise; Public Services; Vegetation; Wetland/Riparian; Wildlife

Reviewing Agencies Resources Agency; Regional Water Quality Control Board, Region 7; Department of Parks and Recreation; Native American Heritage Commission; Department of Health Services; Department of Fish and Game, Region 6; Department of Water Resources; Caltrans, District 8; State Water Resources Control Board, Clean Water Program; Integrated Waste Management Board

Date Received 08/30/2004 **Start of Review** 08/30/2004 **End of Review** 09/28/2004

Note: Blanks in data fields result from insufficient information provided by lead agency.