

LINE SECTION 111 WASHOUT REPAIRS



INITIAL STUDY

Prepared for

Colorado River Basin Regional Water Quality Control Board

and

Kinder Morgan Energy Partners

1100 Town and Country
Orange, California 92868

February 2007

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**Environmental Checklist Form
Prepared Pursuant to the California Environmental Quality Act (CEQA)**

A. PROJECT DESCRIPTION

1.	Project title: Line Section 111 Washout Repairs, San Gorgonio River		
2.	Project location: San Gorgonio River, Line Section 111, Riverside County, California		
3.	Project sponsor's name and address: Kinder Morgan Energy Partners 1100 Town and Country Orange, California		
4.	General plan designation: Open Space Water, Open Space Rural	5.	Zoning: Rural Residential
6.	<p>Description of Project:</p> <p>Santa Fe Pacific Pipelines Partners, L.P. (SFPP), an operating company of Kinder Morgan Energy Partners, L.P. (KMEP), owns and operates a 20-inch pipeline, Line Section (LS) 111, which transports petroleum products between Colton, California and Phoenix, Arizona. LS 111 crosses the San Gorgonio River near the intersection of Interstate 10 and State Highway 111 in the vicinity of the city of Palm Springs, California. Heavy stormwater flows in 2004 undermined the soil cover over the pipeline in two locations leaving the line exposed (Figure 1, Appendix A). SFPP/KMEP is proposing to re-cover the exposed areas and install permanent structures that will protect the pipeline from erosion caused by future storm events.</p> <p>SFPP/KMEP proposes to install Flexible Concrete Revetments (FCR) at Area 1 and Area 2 (Figure 2A and 2B, Appendix A). The proposed FCR structures will either consist of biodegradable bags filled with a sand/cement mix that, when hydrated becomes solid concrete as shown in Photo 3 (Appendix A), or will be installed as an intact solid concrete structure. This engineered system is pinned together with malleable reinforced rods to provide a contiguous, but flexible revetment structure. Undercutting of the FCR is diffused by a subsurface Grout Mat as shown in Figure 2A and 2B (Appendix A). Construction is to occur over a two week period for both structures and will involve the use of a track-mounted excavator, front-end loader, water truck, and 3-5 pickup trucks to transport work crews.</p> <p>Area 1</p> <p>Area 1 occurs along the western bank of the San Gorgonio River on the eastern slope of a large sand dune as shown in Photo 1 (Appendix A). The sand at the base of the dune washed away during the floods of 2004, leaving approximately 30 feet of pipeline exposed. SFPP/KMEP plans to reconstruct the base of the sand dune using the FCR and Grout Mat for protection against future storm events. The construction of the FCR will result in permanent impacts to the stream bank. The FCR structure will be approximately 3-feet-high and 125-feet-long and will be keyed into the hillside 10 feet along its northern edge. The area behind the FCR will be filled with sand collected from the base of the stream channel and covered by a synthetic material in order to keep the sand in place. Excavation will occur over an area of 0.14 acre at a depth of 1 foot. Sand excavation from the stream channel will result in temporary impacts to the streambed, as subsequent storm events will re-contour the streambed.</p> <p>Area 2</p> <p>Area 2 occurs along the eastern bank of the San Gorgonio River at the base of a steeply sloping hill approximately 25 feet high from the base of the stream channel as shown in Photo 2 (Appendix A).</p>		

	<p>Erosion during the floods of 2004 cut away the base of the hill leaving approximately 10 feet of pipeline exposed. Subsequently, earth from the hill slumped back into the void created by the erosion re-covering the pipeline. SFPP/KMEP plans to reconstruct the base of the hill using the FCR and Grout Mat for protection against future storm events. The construction of the FCR will result in permanent impacts to the stream bank. The FCR structure will be approximately 4-feet-high and 180-feet-long. Construction within the stream channel will result in 0.02 acre of temporary impacts to the streambed, as subsequent storm events will re-contour the streambed.</p>
<p>7.</p>	<p>Surrounding land uses and setting:</p> <p>The pipeline washouts occur within the San Gorgonio River near the intersection of Interstate 10 and State Highway 111. Area 1 occurs on the western edge of the San Gorgonio River and Area 2 occurs on the eastern edge of the San Gorgonio River, approximately 100 feet southwest of the Union Pacific Railroad tracks.</p> <p>The proposed Project area is situated on unincorporated land in northwest Riverside County, approximately 10 miles northwest of Palm Springs. The proposed Project sites are bordered by desert flats to the north, east and west, and by the steep northern escarpment of the San Jacinto Mountains to the south. The sites are located along a braided stream channel within a wide ephemeral floodway of the San Gorgonio River.</p> <p>The proposed Project is located within the Open Space-Rural and Open Space-Water land use classifications, as determined by the Riverside County Land Information System (2007). Open Space Conservation Habitat is located to the south and west of the proposed Project area, and Open Space-Rural and transportation right of way (I-10 and Union Pacific Railroad) are located to the north and east of the proposed Project area.</p>
<p>8.</p>	<p>Other public agencies whose approval may be required:</p> <ul style="list-style-type: none"> • Colorado River Basin Regional Water Quality Control Board (RWQCB) – Clean Water Act Section 401 Water Quality Certification • U.S. Army Corps of Engineers (ACOE) – Clean Water Act Section 404 Permit • California Department of Fish Game (CDFG) – Section 1600 Streambed Alteration Agreement • U.S. Fish and Wildlife Service (USFWS) – Section 7 Consultation • Riverside County Flood Control District – Encroachment Permit

B. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

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

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

C. LEAD AGENCY 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 would be prepared.
- I find that although the proposed Project could have a significant effect on the environment, there would not be a significant effect in this case because revisions in the Project have been made by or agreed to by the Project proponent. A MITIGATED NEGATIVE DECLARATION would be prepared.
- I find that the proposed Project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that the proposed Project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation 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 or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed Project, nothing further is required.

Signature

Date

D. EVALUATION OF ENVIRONMENTAL EFFECTS:

This checklist identifies physical, biological, social and economic factors that might be affected by the proposed Project. In many cases, background studies performed in connection with the Project indicate no impacts. A “No Impact” answer in the last column reflects this determination. Where there is a need for clarifying discussion, the discussion is included in the “Discussion” section following the checklist.

1. AESTHETICS				
	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect on a scenic vista.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion:

The proposed Project is located in an ephemeral channel and there are no scenic vistas in the proposed Project area. The only sensitive viewers of the Project would be occasional off-highway motor vehicle (OHV) operators, whose views of the project would be infrequent and fleeting in length. Therefore, impacts to this potentially sensitive viewer group would be less than significant.

The proposed Project is not viewable from a state scenic highway. Interstate 10 (I-10), the closest highway, is approximately 0.25 mile from the proposed Project and is not designated by the California Scenic Highway System as a state scenic highway.

The proposed Project construction would be conducted during daytime hours over a period of two weeks. No additional light sources would be required during construction or operation of the proposed Project, nor would the proposed Project result in a substantial amount of glare that would affect views. No impacts with regard to aesthetics would occur as a result of this Project.

Mitigation, Minimization, and Avoidance Measures:

No significant aesthetic impacts would occur as a result of the proposed Project; therefore, no mitigation measures are required.

2. AGRICULTURE RESOURCES				
	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion:

The California Division of Land Resource Protection defines prime farmland as land that has 1) been in production of irrigated crops at some time during the four years prior and 2) soils that meet the physical and chemical criteria for Prime Farmland or Farmland of Statewide Importance as determined by the United States Department of Agriculture (USDA) Natural Resources Conservation Service. The proposed Project site has not been in production of irrigated crops, and does not meet the physical and chemical criteria as determined by the USDA, and thus it does not meet the criteria for Prime Farmland or Farmland of Statewide Importance (State of California, 2006). Therefore, the proposed Project would have no impact on prime, unique, or farmland of statewide importance.

The purpose of the proposed Project is to stabilize slopes on the banks of an ephemeral wash to protect an existing petroleum pipeline. No zoning designations or uses would change as a result of the project. The project area is not zoned for agricultural use or a Williamson Act contract. It is zoned Rural Residential with a land use designation of Open Space Water/Rural (County of Riverside, 2006).

Mitigation, Minimization, and Avoidance Measures:

No agricultural impacts would occur as a result of the proposed Project; therefore, no mitigation measures are required.

3. AIR QUALITY				
	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or Projected air quality violation.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions, which exceed quantitative thresholds for ozone precursors).	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion:

The Project area is located in the Salton Sea Air Basin, which is regulated by the South Coast Air Quality Management District (SCAQMD) (SCAQMD, 2006). The Salton Sea Air Basin is classified as non-attainment for ozone and particulate matter (PM₁₀) under the California Ambient Air Quality Standards (CAAQS) and non-attainment for ozone (1 hour and 8 hour), and PM₁₀ under the National Ambient Air Quality Standards (NAAQS) (CARB, 2006).

All emissions related to the proposed project would be temporary and occur only during construction; no emissions would result from post-construction operation. Construction would occur over a two-week period for both structures and would involve the use of a track-mounted excavator, front-end loader, water truck, and 3-5 pickup trucks to transport work crews.

A temporary increase in PM₁₀ emissions would result from heavy vehicle use and grading during the two-week construction period. This increase would be de minimis due to the small scale of the project and the two-week duration of construction activities. In order to minimize PM₁₀ emissions, appropriate dust suppression techniques will be utilized, as described below.

Sensitive receptors (i.e., schools, day-care centers, hospitals, and elder care centers) are not located within the vicinity of the proposed Project site, and thus onsite emissions would disperse downwind to less than significant concentrations.

The only odor emitted would be that of exhaust from earth-moving equipment. This odor would be noticeable only in the near (onsite) vicinity of each diesel engine. Sensitive receptors, as noted above, are several miles away, and therefore would not be impacted. Recreational users (i.e. off-highway motor vehicle [OHV] operators) could be temporarily affected during proposed Project construction, depending on windflow and speed. This would result in a less than significant impact due to the minor and temporary nature of construction activities.

Mitigation, Minimization, and Avoidance Measures:

- AQ-1. The proposed Project shall comply with applicable South Coast Air Quality Management District (SCAQMD) air regulations.
- AQ-2. All disturbed areas which are not being actively utilized for construction purposes, shall be effectively stabilized of dust emissions using water.
- AQ-3. All onsite unpaved roads and offsite unpaved access roads shall be effectively stabilized of dust emissions using water.
- AQ-4. All land clearing, grubbing, scraping, excavation, land leveling, grading, cut and fill, and demolition activities shall be effectively controlled of fugitive dust emissions using application of water or presoaking.
- AQ-5. Traffic speeds on unpaved roads shall be limited to 15 miles per hour (mph).

4. BIOLOGICAL RESOURCES				
	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	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.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or US Fish and Wildlife Service.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion:

The following discussion summarizes the results of biological resource assessments that were prepared in January 2005 (for Area 1), March 2005 (for Area 2), and results of surveys for sensitive species that were prepared in May 2006 by TRC (Appendix B).

Habitat Assessment

The project area for Area 1 and Area 2 has been disturbed by activities such as utility line placement, development of a large wind farm along the western margin of Area 1, railroad construction along the eastern margin of Area 2, and the location of Interstate 10 to the north. The stream channel and surrounding hills are used extensively by off-road vehicles. Despite these disturbances, habitat is available for sensitive plant and wildlife species in the project area. The pipeline passes through upland habitat types including Aeolian dune complexes with rock outcroppings and lowland habitat types including desert washes and creosote scrub habitat.

Sensitive Species

The evaluations of biological resources conducted by TRC in January and March of 2005 showed the potential for occurrence of the federally threatened Coachella Valley fringe-toed lizard (*Uma inornata*); the federally endangered and California Native Plant Society (CNPS) List 1B species Coachella Valley milk-vetch (*Astragalus lentiginosus* var. *coachellae*); the proposed threatened federal species and a state species of concern coast San Diego horned lizard (*Phrynosoma coronatum*); the state species of concern northern red-diamond rattlesnake (*Crotalus ruber ruber*); and migratory bird species including raptors. Based on conversations with the U.S. Fish and Wildlife Service (USFWS) and the Bureau of Land Management in March 2005, it was determined that the project area may also potentially provide habitat for the federally threatened desert tortoise (*Gopherus agassizii*).

Surveys for sensitive species were conducted on April 21, 2006 and are reported in the document dated May 23, 2006 (Appendix B). The Coachella Valley milk-vetch was observed on top of the dune structure in the vicinity of Area 1.

A potential desert tortoise burrow (Class 4-deteriorated condition, possibly tortoise) was observed in Area 2 approximately 120 feet north of the washout location, approximately 30 feet east of the ledge that makes up the eastern stream bank, and approximately 90 feet west of the railroad tracks.

No sign of the Coachella valley fringe toed lizard, coast San Diego horned lizard, northern red diamond rattlesnake, or sensitive migratory bird species including raptors was identified during the field survey. However, potential habitat for these species remains in the project area.

Impacts

The proposed Project would result in impacts to habitat that could support sensitive species. As a result, appropriate mitigation, minimization, and avoidance measures discussed below shall be instituted to reduce these potential impacts to less than significant levels. As determined appropriate by the USFWS, informal consultation with the USFWS was undertaken to fulfill Section 7 consultation requirements of the Endangered Species Act. USFWS has concluded that the proposed Project may affect, but is not likely to adversely affect, Coachella Valley milk vetch, Coachella Valley fringe-toed lizard, or desert tortoise, provided that mitigation, minimization, and avoidance measures (BR-2 through BR-5, BR-7, BR-8, and BR-10 through BR-12) are required by the ACOE as conditions of approval. A copy of the USFWS concurrence letter, dated July 27, 2006, is provided in Appendix B of this document. In addition, mitigation, minimization, and avoidance measures BR-1, BR-6, and BR-9 will also be implemented to further protect the biological resources in the site construction area. The proposed Project would not conflict with local policies or ordinances or conflict with established habitat conservation plans.

The stream channel through which the exposed pipeline travels would be considered jurisdictional to the ACOE, RWQCB, and the CDFG. No wetlands are present within or adjacent to the stream channel. The project will require a Section 404 permit from the ACOE and Section 401 Certification from the RWQCB. The project may also require a Streambed Alteration Agreement from the CDFG.

Mitigation, Minimization, and Avoidance Measures

The following measures will be implemented to mitigate, minimize, and avoid impacts to sensitive species and habitats during construction.

- BR-1 Coachella Valley milk-vetch populations shall be fenced off using staking and flagging for avoidance during project activities.
- BR-2 Pre-construction surveys for desert tortoise shall be conducted no earlier than 48 hours before project activities by a qualified biologist in the project area to insure avoidance of active burrows should they be found. If an occupied desert tortoise burrow is found, further consultation with the Service will be required.
- BR-3 Excavation activities will be conducted after March 31 or when air temperatures are at or above 71 degrees Fahrenheit to minimize potential for impact to sensitive reptiles including desert tortoise and Coachella Valley fringe-toed lizard. Reptiles become active during these periods making them easy to observe and avoid and allowing them to avoid construction areas.
- BR-4 A qualified biological monitor shall be onsite during all access, staging and construction activities to insure minimization of impact to habitat and insure no sensitive species enter the work area. The biological monitor shall flag the access, staging, and construction area with easily identified flagging to insure that the work activities, including movement of equipment to and from the project site, will be kept to the smallest area possible to avoid unnecessary impacts to sensitive resources.
- BR-5 The biological monitor shall conduct a Worker Awareness Training program for all construction personnel prior to their gaining access to the project site. The training shall cover the biological resources present and avoidance, minimization and mitigation procedures required as conditions of approval for the proposed project. Employees will sign a form stating that they attended the program and understand all protection measures for sensitive resources.
- BR-6 Work activities, including movement of equipment to and from the project site, will be kept to the smallest area possible to avoid unnecessary impacts to sensitive resources.
- BR-7 Should a desert tortoise or fringe-toed lizard (or any sensitive species) enter the construction area, construction activities will be stopped and the species will be allowed to leave the area on their own volition. In the event that an individual specimen does not leave, additional consultation will be required with the resource agencies.
- BR-8 Activities within the wash shall be limited to the dry period of the year from April to November and when the wash is not actively flowing and no measurable rain is forecasted within 48 hours.
- BR-9 If construction operations are required during nesting and breeding season of raptors and other migratory birds (February through September), a qualified biologist shall conduct pre-construction surveys to identify active nests in the project area. Should active nests be found, a determination will be made in consultation with the CDFG and USFWS whether or not construction will impact the nests. If it is determined that construction will impact species, construction will be delayed until juvenile birds have fledged or until nesting season is completed.
- BR-10 Upon completion of construction activities, all access and staging areas will be restored to their original condition.

- BR-11 Permanent impacts resulting from the construction of the FCR at both Area 1 and Area 2 shall be mitigated at a ratio of 3:1 at an offsite location approved by USFWS, in consultation with CDFG, and the Coachella Valley Water District.
- BR-12 A post-construction memo will be filed with USFWS and any other appropriate agencies describing minimization measures used and sensitive species observed, if any.

5. CULTURAL RESOURCES				
	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to 15064.5.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Discussion:

A Cultural Resources Report was prepared in January of 2005, as part of the proposed Project (TRC, 2005) (Appendix C).

The proposed Project would not cause any substantial adverse change in the significance of any historical resource. The Union Pacific Railroad line (CA-RIV-6381H), immediately north of the pipeline, is the nearest historical site and no impacts to the line would be expected.

The Project is not expected to cause any substantial adverse change in the significance of an archaeological resource. An archaeological record search was conducted at the Eastern Information Center (EIC), University of California, Riverside, for any previously recorded cultural resources within the vicinity of the proposed Project. The review indicated no sites are recorded within the Project area boundaries. No archaeological or historical sites were located during survey activities of the proposed Project area. While the Project area would have been conducive for limited prehistoric plant food gathering and processing, active, historical river scouring and/or blow sand is likely to have obscured any evidence of such activities. In spite of the lack of surface artifacts, observation was impaired due to large areas of blow sand and erosion. Unfortunately the blow sand covers the very sensitive river terrace landform upon which the most likely prehistoric human activities may have taken place. Consultations with Native American tribes affiliated with the area did not result in the identification of any known traditional cultural properties or sites in proximity to the repair locations. However, due to the potential sensitivity of the area, several of the tribes contacted requested a Native American monitor be present during excavation activities. To address their concerns and to minimize any potential impact to archeological resources, minimization measure CR-1 shall be implemented. This measure requires that a Native American monitor be present during excavation activities. Incorporation of this measure shall reduce the potential impact to less than significant.

The proposed Project is not anticipated to disturb paleontological resources since the proposed excavation would only occur to a depth of 1 foot below ground surface. However, should paleontological resources be encountered during excavation activities, work would cease until a qualified paleontologist could evaluate the resource. Incorporation of this minimization measure, identified as CR-2, shall reduce the potential impact to less than significant.

The proposed Project is not anticipated to disturb any human remains since they are not known to exist in the area. In addition, excavation for the proposed Project would occur down to a depth of one foot; therefore, no human remains, including those interred outside of formal cemeteries, are anticipated to be encountered. However, in accordance with Public Resources Code 5097.94, if human remains are discovered, the Riverside County coroner must be notified within 2 hours of the discovery. If the coroner determines that the remains are not recent, the coroner will notify the Native American Heritage Commission in Sacramento to determine the most likely descendent for the area. Incorporation of this measure, identified as CR-3, shall reduce this potential impact to less than significant.

Mitigation, Minimization, and Avoidance Measures:

- CR-1: At the request of Native American tribes affiliated with the area, a Native American monitor shall be present during excavation activities. In the event of an important archaeological discovery the monitor shall have the authority to temporarily halt or divert excavation activities until a qualified archaeologist can evaluate the find.
- CR-2: Should paleontological resources be encountered during excavation activities, work shall cease until a qualified paleontologist can evaluate the resource.
- CR-3: In accordance with Public Resources Code 5097.94, if human remains are discovered, the Riverside County coroner shall be notified within 2 hours of the discovery. If the coroner determines that the remains are not recent, the coroner will notify the Native American Heritage Commission in Sacramento to determine the most likely descendent for the area.

6. GEOLOGY AND SOILS				
	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	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.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) Strong seismic ground shaking.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) Landslides.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the Project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion:

The proposed Project would not expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death, as the Project would not develop structures for human occupancy and has no components or features that would increase exposure of persons to geologic or related hazards over existing conditions.

The proposed Project would be constructed during the dry season between April and November, and thus would not result in substantial soil erosion or the loss of topsoil. The purpose of the proposed Project is to reinforce an area of the channel so as to reduce erosion.

The San Gorgonio Pass is located in a seismically active, geologically complex section of the San Andreas Fault Zone. Within the pass, the San Andreas Fault is fractured from interaction with several other faults. The proposed Project sites are not directly underlain by any active faults; however, they are located approximately 3,000 feet south of the San Andreas Fault Zone (County of Riverside, 2006). Due to its proximity and potential to produce major ground shaking, the San Andreas Fault presents a seismic hazard to the proposed Project area.

The proposed Project sites have soils that consist of decomposed granitics, sand, stream worn cobbles and boulders from fast water, riverine deposition and are located in an area that is rated as having a moderate potential for liquefaction (County of Riverside, 2006). Liquefaction occurs when saturated, cohesionless, fine granular sediments transform from a solid and act as a fluid when subjected to strong seismic shaking. During this shaking porewater pressures increase and the sediment loses bearing capacity. Damage to structures located on these soils can occur due to settling, tilting, or floating. The proposed Project would not develop structures for human occupancy and has no components or features that would increase exposure of persons to geologic or related hazards over existing conditions. .

The proposed Project would not be located on expansive soil, and thus would not create substantial risks to life or property.

The proposed Project would not be developed for human occupancy or use. Accordingly, it would not include the construction of septic tanks or alternative wastewater disposal systems.

Mitigation, Minimization, and Avoidance Measures

GS-1 Activities within the wash shall be limited to the dry period of the year from April to November and when the wash is not actively flowing and no measurable rain is forecasted within 48 hours.

7. HAZARDS AND HAZARDOUS MATERIALS				
	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	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.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) For a Project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the Project result in a safety hazard for people residing or working in the Project area.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a Project within the vicinity of a private airstrip, would the Project result in a safety hazard for people residing or working in the Project area.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Discussion:

The purpose of the proposed Project is to provide permanent protection to the existing SFPP/KMEP petroleum pipeline. Construction or operation of the proposed Project would not involve the routine transport, use, or handling of hazardous materials. As such, no impacts would result.

The proposed Project would protect the existing petroleum pipeline from potential accident conditions. However, during construction, there is minimal risk that the pipeline could be accidentally damaged. To prevent such accidental conditions, SFPP/KMEP institutes standard safety practices as part of their Process Safety Management (PSM) Program, which is also provided to all contractors and subcontractors in the “Kinder Morgan Contractor Safety Manual.” As a result of SFPP/KMEP’s standard safety practices, there would be a less than significant impact.

The proposed Project site is not located within a quarter-mile of an existing or proposed school, nor is it located within an existing or proposed airport land use plan boundary or within two miles of a public use airport. Also, since the proposed Project site is not located within the vicinity of a private airstrip, there is no possibility that the Project would result in a safety hazard for people residing or working in the Project area.

The proposed project site is located on undeveloped land and is not noted for contamination or environmental cases (County of Riverside, 2006).

The proposed Project is located in an undeveloped area and would not require street closure or detours during construction or operation that would impede or interfere with emergency evacuation plans or routes, nor would the project add facilities that would require additional emergency services. Therefore, development and operation of the proposed Project would not significantly impair or interfere with any emergency response and evacuation plans.

The proposed Project is located within an ephemeral channel, surrounded by sparsely vegetated desert flats. There are no residences in the area of the proposed Project. The proposed project would not expose people or structures to a risk of wildland fires.

Mitigation, Minimization, and Avoidance Measures:

H-1: SFPP/KMEP’s standard safety practices, as described in its Process Safety Management Program, shall be incorporated to reduce the hazard to the public or the environment caused by reasonably foreseeable upset and accident conditions that would involve the release of hazardous materials into the environment. Incorporation of this measure will reduce the impact to less than significant.

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

involving flooding, including flooding as a result of the failure of a levee or dam.				
j) Inundation by seiche, tsunami, or mudflow.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion:

There is potential for temporary erosion during construction of the proposed Project, resulting from grading activities. The proposed Project would include appropriate Best Management Practices (BMPs), such as silt fencing, which would minimize erosion and reduce the potential for violation of water quality standards to less than significant. No water discharge is required as part of the proposed Project. The proposed Project would result in the placement FCR structures within a jurisdictional water of the United States, which is defined as a discharge in Section 401 of the Clean Water Act. No degradation or alteration to the water quality of any surface water body would occur.

Minimal sub-surface work is required to complete the proposed Project. Also, the proposed Project would not substantially increase impervious areas; therefore, groundwater recharge would not be impacted. Groundwater supplies would not be affected by the proposed Project.

The existing drainage pattern would not be significantly altered. The proposed Project is designed to stabilize small portions of the riverbank.

Increases in sedimentation would not result from construction activities, as all construction would be done during the dry season.

The proposed Project site is located within a 100-year floodplain designated on a Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (County of Riverside, 2006). The proposed Project would prevent scouring of a small portion of the riverbank but would not prevent or redirect flows. Installation of the impermeable FCR structures would result in a minimal increase in runoff and would not increase the risk of flooding. Furthermore, the Project would not contribute runoff which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff.

The proposed Project would not expose people or structures to a significant risk of loss, injury or death. The proposed Project site would not be located within an area subject to inundation by seiche, tsunami, or mudflow.

Mitigation, Minimization, and Avoidance Measures:

WQ-1. Standard construction BMPs, such as silt fencing, shall be utilized to avoid and minimize erosion and prevent water quality impacts.

WQ-2. Activities within the wash shall be limited to the dry period of the year from April to November, when the wash is not actively flowing, and no measurable rain is forecasted within 48 hours.

9. LAND USE AND PLANNING				
	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Physically divide an established community.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the Project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with any applicable habitat conservation plan or natural community conservation plan.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion:

The proposed Project is located within an ephemeral channel on undeveloped, unincorporated land in western Riverside County. The closest community, Cabazon, is located five miles to the west. Therefore, the proposed Project will not physically divide an established community.

The proposed Project would not conflict with any land use plan or regulation, nor would it conflict with any approved habitat conservation plan or natural community conservation plan.

Mitigation, Minimization, and Avoidance Measures

No significant land use impacts would occur as a result of the proposed Project; therefore, no mitigation measures are required.

10. MINERAL RESOURCES				
	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion:

The proposed Project would not require significant sub-surface work, nor would it require dirt to be hauled off-site; therefore, no potential mineral resources would be lost or affected by the proposed Project.

Mitigation, Minimization, and Avoidance Measures;

No significant impacts to mineral resources would occur as a result of the proposed Project; therefore, no mitigation measures are required.

11. NOISE				
	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	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.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) A substantial permanent increase in ambient noise levels in the Project vicinity above levels existing without the Project.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) A substantial temporary or periodic increase in ambient noise levels in the Project vicinity above levels existing without the Project.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) For a Project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the Project expose people residing or working in the Project area to excessive noise levels.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a Project within the vicinity of a private airstrip, would the Project expose people residing or working in the Project area to excessive noise levels.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion:

Construction related noise impacts from the proposed Project are anticipated to be short-term as construction of both revetments is estimated to be completed within two weeks. While OHV users in the immediate area may hear construction noise, noise levels are not anticipated to be in excess of standards established. There are no other nearby sensitive receptors.

The proposed Project would not result in exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels.

No permanent increase in ambient noise levels would result from the proposed Project.

The proposed Project site is not located within an airport land use plan boundary or near a public or private airport.

Mitigation, Minimization, and Avoidance Measures:

No significant noise impacts would occur as a result of the proposed Project; therefore, no mitigation measures are required.

12. POPULATION AND HOUSING				
	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion:

The proposed Project would involve the construction of concrete revetments to stabilize the banks and channel bottom of an ephemeral stream channel located on undeveloped land, thus no impacts to population and housing would occur.

Mitigation, Minimization, and Avoidance Measures:

No significant impacts to population and housing would occur as a result of the proposed Project; therefore, no mitigation measures are required.

13. PUBLIC SERVICES				
	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
Fire protection.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Police protection.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Schools.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Parks.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Other public facilities.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion:

The proposed Project would involve the construction of concrete revetments to stabilize the banks and channel bottom of an ephemeral stream channel located on undeveloped land, thus no impact to existing public services or facilities would occur.

Mitigation, Minimization, and Avoidance Measures:

No significant impacts to public services would occur as a result of the proposed Project; therefore, no mitigation measures are required.

14. RECREATION				
	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion:

No established parks or recreation areas occur within or immediately adjacent to the proposed Project. The proposed Project does not propose the construction of new parks or recreational facilities or the expansion of existing facilities. Nor would it generate additional population in the area resulting in a subsequent demand for neighborhood or regional parks or recreational facilities.

Even though items (a) and (b) do not apply to the proposed Project, we recognize that OHV operators utilize the sandy wash and dunes for recreational purposes. Due to the potential presence of these recreationists, safety barriers and precautionary signage shall be placed around construction and staging areas during the two-week construction period.

Mitigation, Minimization, and Avoidance Measures:

REC-1: The construction site shall be marked with precautionary signage and safety barriers during the two-week construction period.

15. TRANSPORTATION				
	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	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).	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in inadequate emergency access.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Result in inadequate parking capacity.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks).	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion:

Impacts to the vehicular traffic in the project area are not expected. A track-mounted excavator, front-end loader, water truck, and 3-5 pickup trucks would utilize the I-10 Freeway, dirt access roads, and the wash to reach the Project area. Additionally, construction activities would be temporarily occurring over a period of two weeks. Traffic volume and level of service would not be affected by the proposed Project.

The proposed Project is located approximately 10 miles from the nearest airstrip and would not exceed 4 feet in height; therefore the Project would not result in any change in air traffic patterns.

The proposed Project would not alter any transportation right-of-way, thus would not substantially increase hazards due to a design feature.

As a result of the duration and location of the proposed Project, emergency access would not be impacted.

No permanent employees would be required for the proposed Project; therefore, no additional parking would be required.

The proposed Project would involve the construction of concrete revetments to stabilize the banks and channel bottom of an ephemeral stream channel. It does not conflict with adopted policies, plans or programs supporting alternative transportation.

Mitigation, Minimization, and Avoidance Measures:

No significant traffic or transportation impacts would occur as a result of the proposed Project; therefore, no mitigation measures are required.

16. UTILITIES AND SERVICE SYSTEMS				
	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Have sufficient water supplies available to serve the Project from existing entitlements and resources, or are new or expanded entitlements needed.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in a determination by the wastewater treatment provider, which serves or may serve the Project that it has adequate capacity to serve the Project's Projected demand in addition to the providers existing commitments.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the Project's solid waste disposal needs.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion:

The proposed Project would involve the construction of concrete revetments to stabilize the banks and channel bottom of an ephemeral stream channel to protect a petroleum pipeline. No wastewater would be discharged as part of the Project, nor would it require the construction or expansion of wastewater treatment facilities or storm water drainage facilities. The proposed Project would not utilize a wastewater treatment provider. No development would result either directly or indirectly as a result of the proposed Project; therefore, water entitlements would not be needed.

All excavated soil would be utilized as fill behind the FCR structures. No off-site disposal would be required. Should any solid waste require disposal, it would be done so in accordance with all applicable federal, state, and local statutes and regulations pertaining to solid waste.

Mitigation, Minimization, and Avoidance Measures:

No significant impacts to utilities or service systems would occur as a result of the proposed Project; therefore, no mitigation measures are required.

17. MANDATORY FINDINGS OF SIGNIFICANCE				
	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Does the Project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a Project are considerable when viewed in connection with the effects of past Projects, the effects of other current Projects, and the effects of probable future Projects.)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Does the Project have environmental effects, which would cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion:

By incorporating the mitigation, minimization, and avoidance measures previously described, the proposed Project would not degrade the quality of the environment. The proposed Project would protect the existing petroleum pipeline in the area. As previously mentioned, prior to construction, biological surveys for sensitive species would be conducted by a qualified biologist in the project area to insure avoidance and minimal impacts. During construction, a qualified biological monitor would be onsite to insure minimization of impact to habitat and insure no sensitive species enter the work area. Additionally, a Native American monitor would be onsite to observe all excavations and confirm that no cultural resource (i.e. artifact), should one be encountered, is impacted. Impacts to the stream channel during excavation of sand will be temporary since subsequent storm events will re-contour the channel naturally.

The proposed Project would protect the existing petroleum pipeline. Impacts would be mitigated through incorporation of the measures previously described to a less than significant level. No projects are being considered in the proposed Project area at this time, and no past projects have been conducted in this area. Therefore, no cumulative impacts are foreseen with the proposed Project.

The proposed Project would not result in environmental effects, which would cause substantial adverse effects on human beings, either directly or indirectly.

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APPENDIX A

APPENDIX B

APPENDIX C