

**Appendix D7: Sun Valley 500 MW Project
29500 Rouse Road, Romoland**

Environmental Topic	Impact(s)	Mitigation	Conclusion
Aesthetics (Visual Resources) Construction	<p>PROJECT-SPECIFIC: During construction of the pipelines, the ground surface of the areas in the alignments will be temporarily disrupted by the presence of construction equipment; excavated piles of dirt, concrete and pavement; and construction personnel and vehicles. These effects will be minor and temporary. Nighttime construction activities could make the facility visible to local residents.</p> <p>CUMULATIVE: None identified in the document.</p>	This analysis has documented the fact that no significant visual impacts will result from implementation of the proposed project. Therefore, no mitigation measures are proposed.	Less than significant.
Aesthetics (Visual Resources) Operation	<p>PROJECT-SPECIFIC: The project will change the visual character of this view to some extent, adding stacks to a view where they do not now exist, making the view seem somewhat more industrial in character. The addition of the project features to this view will create a slight diminishment of the existing level of visual quality, which is now moderate to moderately high. Transmission towers will consist of tubular steel poles, 90 feet high, and each will have three arms from which insulators and conductors will be suspended. Although the proposed power plant is a simple-cycle unit designed to supply power during times of peak demand, which are most likely to occur during the daytime, it could also be operated at night. Because plume formation only takes place at times when ambient temperatures are low, there is little potential for plume formation during the high temperature periods when the plant is most likely to be in operation. The project's effects on visual conditions during hours of darkness will be limited. As indicated previously, some night lighting would be required for operational safety and security. There are no vista points or roads that have a currently adopted scenic designation located in the nearby project viewshed. This question does not apply to the proposed project because none of the project facilities fall within the boundaries of a state scenic highway.</p> <p>CUMULATIVE: Although the SVEP in combination with the other planned land uses will change the appearance of this area, these changes will not adversely affect identified scenic resources or protected scenic corridors and will not substantially degrade the area's current level of visual quality.</p>	This analysis has documented the fact that no significant visual impacts will result from implementation of the proposed project. Therefore, no mitigation measures are proposed.	Less than significant.

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<p>Agricultural Resources (and Soils) -Construction</p>	<p>PROJECT-SPECIFIC: With the implementation of appropriate BMPs that will be required under the National Pollution Discharge Elimination System permits, the total project soil loss of 0.0245 tons is a negligible amount and would not constitute a significant impact. Without mitigation, the maximum predicted erosion of material from the site estimated at 11.643 tons over the course of the project construction cycle. None of the mapped soils that would be potentially affected by the proposed SVEP are known to contain expansive clays. The overall anticipated effects of compaction during construction are considered to be less than significant.</p> <p>CUMULATIVE: The potential for cumulative impacts of the proposed SVEP combined with other project would be insignificant.</p>	<p>BMPs will be used to minimize water and wind erosion at the site during construction. These measures typically include mulching, physical stabilization, dust suppression, berms, ditches, and sediment barriers. Water erosion will be mitigated through the use of sediment barriers and wind erosion potential will be reduced significantly by keeping soil moist or by covering soil piles with mulch or other wind protection barriers. These temporary measures would be removed from the site after the completion of construction and the site will paved or completely covered and therefore, soil erosion loss at that point should be negligible.</p> <p>Erosion control measures would be required during construction to help maintain water quality, protect property from erosion damage, and prevent accelerated soil erosion or dust generation that destroys soil productivity and soil capacity.</p> <p>Erosion control measures would be required during construction to help maintain water quality, protect property from erosion damage, and prevent accelerated soil erosion or dust generation that destroys soil productivity and soil capacity.</p> <p>Sediment barriers slow runoff and trap sediment. Sediment barriers include straw bales, sand bags, straw wattles, and silt levees. They are generally placed below disturbed areas, at the base of exposed slopes, and along</p>	<p>None identified in the document.</p>

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		<p>streets and property lines below the disturbed area.</p> <p>Permanent erosion control measures on the site will include graveling, paving, and drainage systems.</p>	
<p>Agricultural Resources (and Soils) -Operation</p>	<p>PROJECT-SPECIFIC: The SVEP site is not under a Williamson Act contract (LaFontaine, 2005). Conversion of Farmland of Local Importance to manufacturing uses in an area zoned for manufacturing is not an adverse impact.</p> <p>Based on field visits, there was no evidence of ponding water or jurisdictional wetlands at the SVEP site or along the linear features. For this reason, the SVEP would not impact jurisdictional wetlands.</p> <p>Operation of the SVEP plant would not result in impacts to the soil from erosion or compaction.</p> <p>CUMULATIVE: The potential for cumulative impacts of the proposed SVEP combined with other project would be insignificant.</p>	<p>None identified in the document.</p>	<p>None identified in the document.</p>
<p>Air Quality (and Public Health) - Construction</p>	<p>PROJECT-SPECIFIC: Maximum daily construction NOx emissions exceed the mass daily NOx construction significance threshold.</p> <p>The construction modeling analysis to evaluate localized air quality impacts showed that impacts for all pollutants modeled, except PM10 were concluded to be less than significant.</p> <p>The construction phase of the SVEP is expected to take approximately 12 months. No significant public health effects are expected during the construction phase.</p> <p>CUMULATIVE: None identified in the document</p>	<ul style="list-style-type: none"> • Operational measures, such as limiting time spent with the engine idling by shutting down equipment when not in use; • Regular preventive maintenance to prevent emission increases due to engine problems; • Use of low sulfur and low aromatic fuel meeting California standards for motor vehicle diesel fuel; and • Use of low-emitting gas and diesel engines meeting state and federal emissions standards for construction equipment, including, but not limited to catalytic converter systems and particulate filter systems. • Use either water application or 	<p>Mitigated to less than significant.</p>

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		<p>chemical dust suppressant application to control dust emissions from on-site unpaved road travel and unpaved parking areas;</p> <ul style="list-style-type: none"> • Use vacuum sweeping and/or water flushing of paved road surface to remove buildup of loose material to control dust emissions from travel on the paved access road (including adjacent public streets impacted by construction activities) and paved parking areas; • Cover all trucks hauling soil, sand, and other loose materials or require all trucks to maintain at least two ft of freeboard; • Limit traffic speeds on all unpaved site areas to 5 mph; • Install sandbags or other erosion control measures to prevent silt runoff to roadways; • Replant vegetation in disturbed areas as quickly as possible; • Use wheel washers or wash off tires of all trucks exiting construction site; and • Mitigate fugitive dust emissions from wind erosion of areas disturbed from construction activities (including storage piles) by application of either water or chemical dust suppressant. 	
Air Quality (and Public Health) - Operation	<p>PROJECT-SPECIFIC: Maximum daily long-term emissions from operating all five gas turbines would exceed the mass daily significance thresholds for CO, PM10/PM2.5, NOx, and VOCs. A modeling screening analysis was performed to determine potential</p>	<p>Implementing best available control technology (BACT) requirements. SVEP to provide full emission offsets (ERCs) when emissions exceed</p>	<p>Mitigated to less than significant.</p>

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	<p>impacts of the proposed project on ambient concentrations. The screening analysis concluded that only NO_x and CO emissions could potentially contribute to an exceedance of the most stringent AAQS at the sensitive receptor. These pollutants were then subjected to a more refined modeling analysis. The refined modeling analysis concluded that during the commissioning period, NO_x and CO emissions, when added to ambient concentrations at the project site, would not cause or contribute to an exceedance of the most stringent AAQS at the sensitive receptor. Further, since operational emissions are less than commissioning emissions, it was concluded that operational emissions also would not cause or contribute to an exceedance of the most stringent ambient air quality standard at the sensitive receptor.</p> <p>Using the conservative assumptions, the results indicate that the project will not cause or contribute to violations of any state or federal air quality standards, with the exception of the state PM₁₀ and PM_{2.5} standard. For these pollutants, existing background concentrations already exceed the state standards. Adding the maximum 24-hour and annual PM_{2.5} background values to the maximum modeled PM₁₀ concentrations (11.01 µg/m³) produces a total 24-hour PM_{2.5} impact of 115.31 µg/m³ and an annual impact of 28.34 µg/m³.</p> <p>The CEC analysis showed that the SVEP will not be a PSD major new source of any pollutant. Emissions of all pollutants from the SVEP will be below the 250-ton-per-year major new source threshold.</p> <p>The screening HRA results indicate that the acute and chronic hazard indices are well below 1.0, and are therefore not significant.</p> <p>The cancer risk to a maximally exposed individual at the maximum impact receptor location is 1.37 in 1 million, well below the T-BACT 10 in 1 million level. The screening HRA results indicate that, overall, the SVEP will not pose a significant health risk.</p> <p>The chemical substances potentially emitted to the air from the proposed facility include ammonia, volatile organic compounds (VOCs) and polycyclic aromatic hydrocarbons (PAHs) from the combustion turbines, and metals from the cooling tower.</p> <p>The excess lifetime cancer risk associated with concentrations in air estimated for the SVEP MIR location is estimated to be 1.37 x 10⁻⁶.</p> <p>The estimates of excess lifetime cancer risks and non-cancer risks associated with chronic or acute exposures fall below thresholds used for</p>	<p>specified levels on a pollutant-specific basis as delineated in Rule 1304(d)(1). RECLAIM rules in Regulation XX require that these pollutants be mitigated through the use of RTCs in amounts equal to the actual annual emissions of each pollutant subject to the RECLAIM program.</p>	

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	<p>regulating emissions of toxic pollutants to the air. Potential ammonia emissions are not expected to create objectionable odors. Other combustion contaminants are not present at concentrations that could produce objectionable odors.</p> <p>CUMULATIVE: Compared mass emissions from the project to the regional emission inventory. No conclusion regarding significance. Will perform localized cumulative dispersion modeling in the future.</p>		
<p>Biological Resources - Construction</p>	<p>PROJECT-SPECIFIC: No evidence of vernal pools or other seasonal wetlands that could support special-status vernal pool crustaceans and amphibians were evident at the project site and only one area (seasonal pond MW-51) has been identified in the vicinity of the wastewater pipeline. Construction of the nonreclaimable wastewater line in McLaughlin Road would avoid this feature.</p> <p>Minimal wildlife diversity was evident during the initial survey and the majority of the species that were observed are common and well-adapted to highly disturbed habitat conditions. Agricultural fields and surrounding ruderal habitats may provide suitable habit for burrowing owls. The project site and ruderal/fallow areas in the vicinity could potentially support special-status small mammals such as the Stephens' Kangaroo rat, the southern grasshopper mouse, and the Los Angeles pocket mouse.</p> <p>CUMULATIVE: None identified in the document.</p>	<p>The following measures would be implemented in all construction areas:</p> <ul style="list-style-type: none"> • Worker environmental awareness training will be provided for all construction personnel. Training will include information on sensitive biological resources and will explain the mitigation measures required to minimize project related impacts during construction. • Provide monitoring by a qualified designated biologist and on site monitoring by qualified biologists during construction activities near sensitive resources. Construction monitoring and compliance reports will be prepared and submitted. • Prepare a Biological Resources Mitigation and Monitoring Plan that outlines how the applicant would implement the mitigation measures developed in order to prevent adverse impacts to threatened or endangered species. • Conduct preconstruction surveys for special-status species in potential impact areas during the spring months. Surveys will include any potential burrowing owl habitat within 500 feet 	<p>Mitigated to less than significant.</p>

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		<p>of the construction areas.</p> <ul style="list-style-type: none"> • To the extent practicable, sensitive resources (e.g., potential burrows, aquatic resources, rare plants,) will be avoided through construction exclusion zones clearly marked with fencing and signs. Seasonal pond MW-51, which is located near the non-reclaimable wastewater pipeline and is adjacent to McLaughlin Road, will be clearly marked as an exclusion zone during pipeline construction (see discussion below). • All areas subject to temporary disturbance shall be restored to preconstruction conditions. <p>To the extent practicable impacts to rare plat populations, aquatic habitats, etc., will be designated as construction exclusion areas and will be protected by signs and fencing.</p>	
<p>Biological Resources - Operation</p>	<p>PROJECT-SPECIFIC: Since the project will be utilizing reclaimed water, no wildlife, fish or other aquatic organisms would be affected by cooling water procurement.</p> <p>A fine mist of water will be emitted into the atmosphere from the cooling towers, but the maximum expected deposition rate is 0.278 kilograms/hectare/year or 0.0278 g/m²/yr, which is significantly below the level expected to cause adverse affects to crops and natural vegetation, therefore the effects of cooling tower drift would be less than significant.</p> <p>Overhead transmission lines can increase the potential for bird collisions and electrocutions.</p> <p>CUMULATIVE: The project is compliant with the Multi-species Habitat Conservation Plan and will also participate in mitigation of potential cumulative impacts to Stephens’ kangaroo rat by paying per-acre fees stipulated by the Stephens’ kangaroo rate HCP. Therefore, cumulative</p>	<p>The project owner shall design, install, and maintain transmission lines and all electrical components in accordance with the Avian Power Line Interaction Committee, Suggested Practices for Raptor Protection on Power Lines: The State of the Art in 1996, to reduce the likelihood of electrocutions of large birds.</p>	<p>Mitigated to less than significant.</p>

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	impacts to biological resources will be less than significant		
Cultural Resources (and Paleontological Resources) - Construction	<p>PROJECT-SPECIFIC: It is possible, however, that the project could encounter buried cultural resources that have not previously been discovered during the construction phase of the project. This is unlikely, given the low archaeological sensitivity of the project site. Therefore, the potential to adversely affect non-renewable paleontologic resources is the same as that for the generation station itself. Excavations to depths exceeding 5 feet will affect paleontologic resources, while activities at shallower depths will affect previously disturbed sediments or sediments of middle to late Holocene age, and therefore will not affect significant paleontologic resources.</p> <p>The proposed SVEP will not cause or contribute to significant adverse cumulative impacts to paleontological resources. Additionally, scientifically controlled recovery of paleontological resources from this and other projects contributes to a beneficial cumulative impact through the realization of increased scientific knowledge of the paleontology of southern California, an area with paleoecosystems apparently as unique during the Pleistocene as they were during the historic period</p> <p>CUMULATIVE: Because the SVEP would not affect known significant cultural resources, it would not be likely to cause significant cumulative impacts. No impacts on architectural resources are expected to occur.</p>	<p>Although significant archaeological and historical sites were not found during project field survey, it is possible that subsurface construction could encounter buried archaeological remains. Appropriate measures would include a requirement that construction stop if cultural resources are inadvertently discovered. These measures include: (1) retaining a Designated Cultural Resources Specialist (CRS) to be on-call to investigate any cultural resources finds made during construction, (2) implementing a construction worker training program, (3) providing procedures for halting construction in the event that there is an inadvertent discovery of archaeological deposits or human remains, (4) providing procedures for evaluating an inadvertent archaeological discovery; and (5) providing procedures to mitigate adverse impacts on any inadvertent archaeological discovery determined to be significant.</p> <p>Paleontological Resources Monitoring and Mitigation Plan (PRMMP)— Before construction, the project proponent will retain a qualified paleontologist to design and implement the PRMMP during project-related, earth-moving activities for deep excavation at the power plant site. The PRMMP will summarize the known extent and depth of paleontologically sensitive sediments in the project area, and then provide protocol for refining</p>	Mitigated to less than significant.

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		<p>that knowledge. This will include working with the project geologist and/or geotechnical specialists to determine the depth to paleontologically sensitive sediment. If it appears that such sediment will be encountered, the PRMMP will provide the protocol monitoring and as well as discovery plans for construction. Prescriptions will be provided for preconstruction coordination, discovery procedures, sampling and data recovery, reporting, and museum curation for specimens and data recovered.</p> <p>Paleontological Monitoring—Qualified paleontologic monitors will be present during excavations where it will disturb sediment of high paleontologic potential. Monitoring will not take place in areas where the ground has been previously disturbed, in areas underlain by artificial fill, or in areas where undisturbed sediment will be buried, but will not otherwise be disturbed.</p> <p>Construction Personnel Education—If it is determined during preparation of the PRMMP (see above) that paleontologically sensitive sediments will be disturbed by construction, before starting construction personnel involved with earth-moving activities will be informed of the possibility of encountering fossils, how to recognize them, and proper notification procedures. This worker training will be developed in a formal module to be included and presented during worker</p>	

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Cultural Resources (and Paleontological Resources) - Operation	<p>PROJECT-SPECIFIC: No ground disturbance would be required during project operation. Therefore, impacts to cultural resources are not anticipated during operation of the proposed facility. Project operation will not cause additional ground disturbance, and therefore will not affect paleontological resources.</p> <p>CUMULATIVE: None identified in the document.</p>	<p>education.</p> <p>None identified in the document.</p>	<p>Less than significant.</p>
Geology- Construction	<p>PROJECT-SPECIFIC: Construction will require minor grading and excavation, thereby altering the terrain of the project site. Impacts on the geological conditions involve changes in drainage, cuts, and fills. Since the site is generally level, site grading is not expected to adversely impact the geological environment. No significant impact to geological resources would thus occur with the project.</p> <p>CUMULATIVE: The project facilities will be constructed to the requirements of the CBC Seismic Zone 4. Site-specific geotechnical investigations will be performed before final design and construction. Construction of the project will not cause significant adverse impacts in terms of geological hazards and resources and would also not cause any minor or less than significant impacts that could be considered significant cumulatively with effects of other nearby developments.</p>	<p>A geotechnical engineer will be assigned to the project to carry out the duties required by the CBC to assess geologic conditions during construction and approve actual mitigation measures used to protect the facility from geologic hazards.</p>	<p>Less than significant.</p>
Geology- Operation	<p>PROJECT-SPECIFIC: There is significant potential for seismic ground shaking to affect the plant site in the event of a large magnitude earthquake occurring on fault segments located near the project. The project, however, is not located within an Alquist-Priolo Earthquake Fault zone or within the trace of any known active fault. The project would thus not be likely to cause direct human exposure to ground rupture, liquefaction, or strong ground shaking. Seismic hazards and potential adverse foundation conditions will be minimized by conformance with the recommended seismic design criteria of the CBC (CBC, 2001) Seismic Zone 4 requirements. Because the project site is not located on a geological unit or soil that is unstable or that would become unstable as a result of the project, the potential for on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse is low and, therefore, the exposure of people and</p>	<p>Structures will be designed to meet seismic requirements of the 2001 CBC. Moreover, the design of plant structures and equipment will be in accordance with CBC, Seismic Zone 4 requirements to withstand the ground motion of a design earthquake. In addition, special design considerations will be made for constructed facilities, such as that for soil expansion potential as determined by the geotechnical investigation.</p>	<p>Mitigated to less than significant</p>

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	<p>property to these types of geological hazards would constitute a significant impact.</p> <p>CUMULATIVE: The project facilities will be constructed to the requirements of the CBC Seismic Zone 4. Site-specific geotechnical investigations will be performed before final design and construction. Operation of the project will not cause significant adverse impacts in terms of geological hazards and resources and would also not cause any minor or less than significant impacts that could be considered significant cumulatively with effects of other nearby developments.</p>		
<p>Hazards and Hazardous Materials - Construction</p>	<p>PROJECT-SPECIFIC: Construction will involve the transport of limited quantities of hazardous materials to the project site and will pose minor hazards associated with their use. Small oil spills may occur during onsite refueling.</p> <p>The quantities of hazardous materials that will be handled during construction are relatively small and Best Management Practices (BMPs) will be implemented by contractor personnel. Therefore, the potential for environmental effects is expected to be small.</p> <p>CUMULATIVE: None identified in the document.</p>	<p>Construction service personnel will follow general industry health, safety, and environmental standards for filling and servicing construction equipment and vehicles. The standards are designed to reduce the potential for incidents involving the hazardous materials. They include the following:</p> <ul style="list-style-type: none"> • Refueling and maintenance of vehicles and equipment will occur only in designated areas that are either bermed or covered with concrete, asphalt, or other impervious surfaces to control potential spills. Employees will be present during refueling activities. • Vehicle and equipment service and maintenance will be conducted only by authorized personnel. • Refueling will be conducted only with approved pumps, hoses, and nozzles. • Catch-pans will be placed under equipment to catch potential spills during servicing. • All disconnected hoses will be placed in containers to collect residual fuel from the hose. 	<p>Mitigated to less than significant</p>
<p>Hazards and Hazardous</p>	<p>PROJECT-SPECIFIC: A low concentration of aqueous ammonia a</p>	<p>All hazardous materials will be handled</p>	<p>Mitigated to less than</p>

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<p>Materials – Operation</p>	<p>regulated substance, will be delivered to the facility. Because sodium hypochlorite and aqueous ammonia are incompatible chemicals, the sodium hypochlorite will be stored in a bermed area for secondary containment (an area capable of capturing any spills) that will be designed such that it separates the ammonia from incompatible chemicals, to eliminate potential interactions/reactions in the event that the chemicals are accidentally released. With the exception of ammonia and lubricating oils, all hazardous materials are nonflammable. Article 80 of the California Fire Code requires all hazardous materials storage areas to be equipped with a fire extinguishing system and also requires ventilation for all enclosed hazardous material storage areas. The natural gas fuel the facility will use is flammable and could leak from the pipeline that brings the gas from the main SoCal Gas distribution pipeline.</p> <p>CUMULATIVE: No significant interactions between the ammonia that will be used at SVEP and chemicals used at other facilities were identified, therefore the cumulative impacts are assumed to be negligible.</p>	<p>and stored in accordance with applicable codes and regulations specified in Section 8.5.6. Specific requirements of the California Fire Code that reduce the risk of fire or the potential for a release of hazardous materials that could affect public health or the environment include:</p> <ul style="list-style-type: none"> • Provision of an automatic sprinkler system for indoor hazardous material storage areas. • Provision of an exhaust system for indoor hazardous material storage areas. • Separation of incompatible materials by isolating them from each other with a noncombustible partition. • Spill control in all storage, handling, and dispensing areas. • Separate secondary containment for each chemical storage system. The secondary containment is required to hold the entire contents of the tank plus the volume of water for the fire suppression system that could be used for fire protection for a period of 20 minutes in the event of a catastrophic spill. <p>In addition, an HMBP is required by California Code of Regulations (CCR) Title 19 and the Health and Safety Code (Section 25504). In accordance with these regulations, the HMBP will include an inventory and location map of hazardous materials onsite and an emergency response plan for hazardous materials incidents. Specific topics to be covered in the plan include:</p> <ul style="list-style-type: none"> • Facility identification 	<p>significant</p>

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		<ul style="list-style-type: none"> • Emergency contacts • Chemical inventory information (for every hazardous material) • Site map • Emergency notification data • Procedures to control actual or threatened releases • Emergency response procedures • Training procedures • Certification <p>The ammonia will be stored in an AST with a 16,000-gallon capacity, contained within a secondary containment system, as required by the Uniform Fire Code. This containment system will include a large, concrete curbed area, approximately 54 by 38 feet, with walls 2 feet, three inches high surrounding the tank. The aqueous ammonia storage tank will be equipped with continuous tank level monitors, automated leak detection system, temperature and pressure monitors and alarms, and excess flow and emergency block valves.</p> <p>Aqueous ammonia, a regulated substance, will be delivered to the facility, and transported in accordance with Vehicle Code Section 32100.5, which regulates the transportation of hazardous materials that pose an inhalation hazard. In addition, ammonia will only be transported along approved transportation routes. The approved route would be from Interstate 215 along Ethanac Road, to Matthews Road, to the project site.</p>	
Hydrology and Water	PROJECT-SPECIFIC: During construction of the project, water will be required primarily for dust suppression. Because of the short duration of	Implement BMPs designed to minimize soil erosion and sediment transport	Mitigated to less than

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Quality - Construction	<p>construction activities and the relatively limited water requirements of the construction phase of the project, no significant adverse impacts to water supply are expected to result.</p> <p>The construction phase of SVEP will require no, or at least very minimal, dewatering. Water used for dust control, soil compaction, and equipment washing during construction will not result in discharge.</p> <p>The SVEP would not make any direct use of groundwater resources during construction.</p> <p>Construction wastewater could include storm water runoff, groundwater from dewatering, equipment wash down water, and water from pressure testing the gas lines.</p> <p>CUMULATIVE: Activities related to the project would not result in cumulative impacts to water and soil resources.</p> <p>No significant impacts to surface water or groundwater quality are expected during construction of the project.</p> <p>The project will contribute to water conservation by making use of reclaimed water for power plant cooling.</p>	<p>during construction of the plant site and project corridor features. Design appropriate erosion and sediment controls for slopes, catch basins, culverts, stream channels, and other areas prone to erosion.</p> <p>Design and implement the BMPs to prevent or control pollutants potentially associated with the operation of the plant from entering storm water sewers. Perform refueling and maintenance of mobile construction equipment only in designated lined and/or bermed areas located away from stream channels.</p> <p>Prepare and implement spill contingency plans in areas where they are appropriate.</p> <p>During construction of pipelines implement BMPs to control soil erosion.</p>	significant
Hydrology and Water Quality - Operation	<p>PROJECT-SPECIFIC: Cooling tower blowdown will be discharged to the plant's wastewater sump as required to maintain the level of dissolved solids in the cooling water within acceptable ranges. Backwash water from ultra filters, reject water from the reverse osmosis unit, and wash water will also be discharged to the wastewater sump.</p> <p>Domestic wastewater generated at the SVEP, estimated at 1 gpm average and 2 gpm maximum daily average, will be discharged to the EMWD sanitary sewer system. This volume would be considered a de minimus increase in demand on the sewer system, not measurable within the overall dry weather flow and well within the treatment, conveyance, and disposal capacities of EMWD's system.</p> <p>The SVEP would not make any direct use of groundwater resources during operation.</p> <p>Construction of the SVEP will increase the impervious area of the project site, causing an increase in storm water runoff.</p> <p>CUMULATIVE: The SVEP will not cause or contribute to cumulative impacts on water resources.</p> <p>No significant impacts to surface water or groundwater quality are expected</p>	<p>Prepare and submit a Title 22 Engineer's Report to the State Department of Health Services (DHS) and SARWQCB to ensure safe use of recycled water for the cooling water. Adhere to Reclamation Requirements issued by the SARWQCB.</p> <p>Prepare and submit an SWPPP to ensure quality of discharged storm water. Because the project is located in the San Jacinto watershed, an impaired water body, the SARWQCB, not the SWRCB, will issue the Waste Discharge Identification number and will review the SWPPP for construction and will also review the project's operational water management design.</p>	Mitigated to less than significant

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Land Use and Planning Construction	<p>during operation of the project.</p> <p>PROJECT-SPECIFIC: None identified in the document.</p> <p>CUMULATIVE: None identified in the document.</p>	None identified in the document.	None identified in the document.
Land Use and Planning Operation	<p>PROJECT-SPECIFIC: The presence of the proposed project would not physically divide the local unincorporated area within Riverside County. Based on the land use designations and goals and objectives of the County General Plan Sun City/Menifee Area Land Use Plan, the project site is planned to be used for industrial and/or manufacturing purposes. Implementation of the proposed project would not conflict with the biological resources policies listed in the Riverside County General Plan, Sun City/Menifee Valley Area Plan, and is not expected to conflict with the goals of the MSHCP.</p> <p>The project site does not have a Williamson Act contract, and project implementation would not involve other changes in the environment that could result in the conversion of farmland to nonagricultural use. Although two County Eligible Scenic Highways are located within the study area, project implementation would not adversely affect the ability of those highways to be designated scenic.</p> <p>CUMULATIVE: As discussed above, the proposed project conforms to all of the County’s major goals and objectives for industrial development and will be sited in an area reserved for such purposes. The proposed project is consistent with the current land use designation and zoning district for the site, conforms with all of the land use policies relevant to the project, and will require the issuance of a use permit or conditional use permit. Therefore, the proposed project will not contribute to a cumulative impact on land uses in the project vicinity.</p>	No significant land use impacts are anticipated from implementation of the proposed project. Therefore, no mitigation measures are proposed.	Less than significant
Noise - Construction	<p>PROJECT-SPECIFIC: Construction of the SVEP is expected to be typical of other power plants in terms of schedule, equipment used, and other types of activities. The noise level will vary during the construction period, depending upon the construction phase. The construction noise will be audible at the nearest dwelling units but the noisiest construction activities will be confined to the daytime hours.</p> <p>Pile driving would be the most significant potential source of construction vibration and will not be required for this project.</p>	<p>The Applicant shall establish a telephone number for use by the public to report any significant undesirable noise conditions associated with the construction of the project.</p> <p>Noisy construction or demolition work (that which causes offsite annoyance as evidenced by the filing of a legitimate</p>	Mitigated to less than significant

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	<p>CUMULATIVE: None identified in the document.</p>	<p>noise complaint) shall be restricted to 6 a.m. to 6 p.m. Haul trucks and other engine-powered equipment shall be equipped with adequate mufflers. Haul trucks shall be operated in accordance with posted speed limits. Truck engine exhaust brake use shall be limited to emergencies.</p>	
Noise - Operation	<p>PROJECT-SPECIFIC: The modeling shows that noise attributable to the project at the western boundary of the Menifee Valley Ranch subdivision, 1,000 feet east of the project site, will be approximately 54 dBA. This complies with the daytime preferred standard of 65 dBA for stationary sources, and the County’s Land Use Compatibility guideline of 60 dBA Ldn (54 Leq) for single-family residential areas. Although the project would increase the nighttime ambient noise levels, nighttime operation of SVEP, while it may occur, will be relatively rare. At the monitoring locations modeled here, no significant tones are anticipated. Combustion turbine generator facilities using the similar LM6000 machine have not resulted in ground or airborne vibration impacts and it is not anticipated that GE Energy’s LMS100 technology would differ greatly in its ability to create ground or airborne vibrations.</p> <p>CUMULATIVE: The cumulative impacts of this noise will not be significant and adverse, however, because appropriate planning measures and mitigation measures are applied to new developments as they are to the SVEP.</p>	<p>The Applicant shall establish a telephone number for use by the public to report any significant undesirable noise conditions associated with the operation of the project. Throughout the construction and operation of the project, the project owner shall document, investigate, evaluate, and attempt to resolve all legitimate project related noise complaints.</p>	Mitigated to less than significant
Solid/Hazardous Waste (Waste Management) – Construction	<p>PROJECT-SPECIFIC: It is estimated that SVEP will generate approximately 850 tons of solid waste during construction. Because adequate landfill capacity exists, disposal of solid nonhazardous waste will not be a constraint on SVEP development.</p> <p>CUMULATIVE: Cumulative impacts of the SVEP in combination with other projects are not expected to be significant because of the quantities of waste the project would generate and landfill availability.</p>	<p>Recyclable materials can be segregated and transported by construction contractors or other private haulers to an area recycling facility. Waste Management Corporation provides drop boxes or debris boxes for large quantities of recyclables. The generation of nonhazardous wastewater will be minimized through</p>	Mitigated to less than significant

Environmental Topic	Impact(s)	Mitigation	Conclusion
<p>Solid/Hazardous Waste (Waste Management) - Operation</p>	<p>PROJECT-SPECIFIC: It is estimated that SVEP will generate approximately 14,000 tons a year from operations. Hazardous waste generated at the SVEP facility will be stored at the facility for less than 90 days. The waste will then be transported to a TSD facility by a permitted hazardous waste transporter. Hazardous waste generated will consist of waste oil, filters, SCR and oxidation catalysts, and fluids used to clean piping. Hazardous waste treatment and disposal capacity in California is more than adequate. Therefore, the effect of SVEP on hazardous waste recycling, treatment, and disposal capability is not significant.</p> <p>CUMULATIVE: Cumulative impacts of the SVEP in combination with other projects are not expected to be significant because of the quantities of waste the project would generate and landfill availability.</p>	<p>water conservation and reuse measures.</p> <p>Whenever commercially practicable, recycling will be implemented throughout the facility to minimize the quantity of nonhazardous waste that must be disposed of in a landfill. To avoid the potential effects on human health and the environment from handling and disposing of hazardous wastes, procedures will be developed to ensure proper labeling, storage, packaging, recordkeeping, and disposal of all hazardous wastes. The following general procedures will be employed:</p> <ul style="list-style-type: none"> • Employees will be trained in hazardous waste procedures, spill contingencies, and waste minimization. • Procedures will be developed to reduce the quantity of hazardous waste generated. Nonhazardous materials will be used instead of hazardous materials whenever practical, and wastes will be recycled whenever practical. <p>Specifically, hazardous waste handling will include the following practices. Handling of hazardous wastes in this way will minimize the quantity of waste deposited to landfills:</p> <ul style="list-style-type: none"> • Waste lubricating oil will be recovered and recycled by a waste oil recycling contractor, such as Evergreen Oil, Inc. • Spent oil filters and oily rags will be recycled. • Spent SCR and oxidation catalysts will be recycled by the supplier, if possible, or disposed of in a Class I 	<p>Mitigated to less than significant</p>

Environmental Topic	Impact(s)	Mitigation	Conclusion
		landfill. • Laboratory analysis wastes will be recycled if possible, or disposed of in a Class I landfill.	
Traffic and Transportation Impacts - Construction	<p>PROJECT-SPECIFIC: Based on the traffic analysis, the addition of the peak construction worker traffic volumes would not have a significant impact on traffic operations of the local roadways. LOS for SR-74 east of Menifee Road will degrade from LOS B to LOS C, and LOS for Ethanac Road between I-215 and Matthews Road will degrade from LOS B to LOS D, but these segments will still operate in the range of acceptable LOS. Other roadway segments will continue to operate well below their capacity.</p> <p>Actual construction traffic will arrive and depart during off peak hours. Construction of linear facilities will not have adverse traffic impacts. New gas line, sanitary sewer, non-reclaimable wastewater, reclaim water, potable water, and transmission line will connect to the existing facilities near the project site.</p> <p>Public transit routes within the vicinity of the project location will not be affected during construction.</p> <p>Neither bicycle nor pedestrian facilities within the vicinity of the project location will be affected during construction.</p> <p>Construction of the proposed project would not impact adjacent freight rail line, and air or shipping routes. Therefore, the project would not have a significant impact on goods movement.</p> <p>There will be no changes to the design of the roadways in the vicinity of the proposed project site.</p> <p>Construction of the proposed project would generate hazardous wastes consisting primarily of batteries, and various liquid wastes (e.g., cleaning solutions, solvents, paint and antifreeze).</p> <p>Contaminated soils could also be generated in the pre-construction or site preparation phase and would be transported as hazardous materials or hazardous waste.</p> <p>CUMULATIVE: The SVEP will not cause a cumulative impact in terms of traffic and transportation, in conjunction with the IEEC, Menifee Valley Ranch, and drainage plan projects.</p>	Work hours should be scheduled to begin and end before the typical peak periods begin. Staggered work hours could be easily implemented to avoid adverse impact on I-215 southbound on ramp during the p.m. peak period. This measure would reduce this potentially significant impact to a level below significance.	Mitigated to less than significant
Traffic and Transportation Impacts -	<p>PROJECT-SPECIFIC: The permanent addition of 9 employees would generate 3 morning peak hour, and 3 evening peak hour trips. Once these</p>	The operations-related and maintenance-related traffic associated	Less than significant

Environmental Topic	Impact(s)	Mitigation	Conclusion
<p>Operation</p>	<p>trips are distributed on the study area network, they would result in a less-than-significant impact, as their traffic volumes would be immeasurable in terms of intersection LOS.</p> <p>The remaining non-peak hour trips would be associated with regular plant deliveries, visitors, and employee business-related trips. Since these trips would be spread throughout the day, and would not occur during the peak commute hours, they would also have a less-than-significant impact on traffic operations.</p> <p>When completed, the project would contain adequate onsite parking to accommodate the permanent 9 employees.</p> <p>Public transit routes within the vicinity of the project location will not be affected during facility operation.</p> <p>Neither bicycle nor pedestrian facilities within the vicinity of the project location will be affected during facility operation.</p> <p>Operation of the proposed project would not impact adjacent freight rail line, and air or shipping routes. Therefore, the project would not have a significant impact on goods movement.</p> <p>There will be no changes to the design of the roadways in the vicinity of the proposed project site.</p> <p>Operation of the project would result in the generation of additional wastes including lubricants, water treatment chemicals, herbicides and pesticides, and sludge.</p> <p>In addition, operation of the project will require transportation of aqueous ammonia, a regulated substance.</p> <p>Transportation impacts related to hazardous materials associated with power plant operations will not be significant since deliveries of hazardous materials will be limited. Delivery of these materials will occur over prearranged routes and will be in compliance with all LORS governing the safe transportation of hazardous materials.</p> <p>CUMULATIVE: None identified in the document.</p>	<p>with the project is considered to be minimal; state and local roadways have adequate capacity to accommodate operations-related traffic. Consequently, no operations-related mitigation measures are required.</p>	