

**ADDENDUM NO. 3 TO THE MICHELSON  
WATER RECLAMATION PLANT  
PHASE 2 & 3 CAPACITY EXPANSION  
PROJECT FEBRUARY 2006  
FINAL ENVIRONMENTAL IMPACT  
REPORT AND THE SAN JOAQUIN  
FRESHWATER MARSH ENHANCEMENT  
PLAN REVISED SEPTEMBER 1995 FINAL  
ENVIRONMENTAL IMPACT REPORT**

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# Acronyms

amsl	Above mean sea level
BMPs	best management practices
CDFG	California Department of Fish and Game
CEQA	California Environmental Quality Act
Corps	U.S. Army Corps of Engineers
EIR	Environmental Impact Report
FEIR	Final Environmental Impact Report
IRWD	Irvine Ranch Water District
MWRP	Michelson Water Reclamation Plant
NHPA	National Historic Preservation Act
OCPW	Orange County Public Works
OHWM	ordinary high water mark
SCAQMD	South Coast Air Quality Management District
SJFMEP	San Joaquin Freshwater Marsh Enhancement Plan
SWPPP	Stormwater Pollution Prevention Program
USFWS	United States Fish and Wildlife Service

## Introduction and Project Overview

The Irvine Ranch Water District (IRWD) proposes minor modifications to the Michelson Water Reclamation Plant (MWRP) Phase 2 and Phase 3 Capacity Expansion Project and the San Joaquin Freshwater Marsh Enhancement Plan (SJFMEP). The modifications include grade changes to the proposed extension of Riparian View near the intersection with Campus Drive. Addendum No. 2 to the Project Environmental Impact Report (EIR) was prepared to address the impacts related to the extension of Riparian View, from its current terminus at the MWRP to Campus Drive, that will allow for public access to the San Joaquin Marsh Campus. As a result of required grade modifications made to the design of the proposed intersection at Campus Drive and Riparian View, IRWD also proposes to modify the flood channel access road to accommodate the proposed grade changes. Modifications to the flood channel access road are addressed in this Addendum No. 3. No substantial changes have occurred that warrant preparation of subsequent or supplemental EIRs pursuant to Section 15162 of the California Environmental Quality Act (CEQA) Guidelines.

## Project Background

The City of Irvine revised and certified the Final Environmental Impact Report (FEIR) for the SJFMEP in September 1995 (SCH #1994021027). This FEIR analyzed the environmental consequences associated with implementation and construction of improvements included in the SJFMEP and associated projects described in the report.

In February 2006, IRWD certified the FEIR for the MWRP Phase 2 and Phase 3 Capacity Expansion Project (SCH #2005051174). This project involved the expansion of the existing MWRP capacity using conventional activated sludge and gravity filtration processes to meet projected IRWD recycled water needs. The two FEIRs are collectively referred to as the *FEIRs* in this Addendum No. 3.

On March 31, 2008, IRWD adopted Addendum No. 1 to the Project and the SJFMEP, addressing construction of permanent flood-protection facilities at the MWRP, San Joaquin Marsh, and associated facilities.

On August 24, 2009, IRWD adopted Addendum No. 2 to the Project and the SJFMEP, addressing access road improvements and modifications to the location of permanent flood protection facilities at the MWRP, San Joaquin Marsh, and associated facilities, as approved in Addendum No. 1.

This Addendum No. 3, prepared in accordance with CEQA (Public Resources Code Section 21000 et seq.) and its implementing guidelines (California Code of Regulations Title 14, Chapter 3, Section 15000 et seq.), addresses proposed improvements to the flood channel access road resulting from grade modifications required at the intersection of Campus Drive and the proposed extension of Riparian View along the existing flood channel access road, as approved in Addendum No. 2.

## Project Setting

The MWRP is located at 3512 Michelson Drive in the City of Irvine, Orange County, California. The IRWD property, containing both the MWRP site and the San Joaquin Marsh, is bounded by Michelson Drive, the San Diego Creek Channel, Campus Drive, and Carlson Avenue. Figure 1 shows the regional location, and Figure 2 shows the local vicinity of the project area.

The MWRP contains office buildings, vehicle garages, and other structures including treatment plant operational facilities, as well as parking lots and water treatment facilities. The San Joaquin Marsh contains wetland habitats, riparian habitats, open water areas, meeting rooms, and a private residence. Between the MWRP, Campus Drive, and the riparian habitat are former duck ponds which are now operated and maintained by IRWD as natural treatment water quality ponds. Southwest of the plant and within the marsh is an interpretive/learning center, a portion of which is operated by the Sea and Sage Audubon Society. Collectively, this area next to the ponds where the buildings are located is known as the San Joaquin Marsh Campus. The project area is outside the developed portions of the MWRP.

The project site is on an incline approximately 12 feet above mean sea level (amsl) and above the ordinary high water mark (OHWM) for San Diego Creek. To the east of the project site is the San Diego Creek, and the San Joaquin Marsh is to the west. The marsh consists primarily of a series of diked ponds, upland and riparian zones, and freshwater marsh thick with cattail and bulrush vegetation. San Diego Creek contains riparian vegetation, with the densest vegetation farthest from the project site on the eastern side of the channel. The San Diego Creek was originally designed to withstand a 100-year storm event, but a lack of County maintenance has considerably reduced its capacity. The project site itself contains no riparian or native vegetation. The flood channel access road is located within the existing boundaries of IRWD's property and on an Orange County Public Works (OCPW) easement. Access to the site is currently provided via Riparian View, IRWD's private drive. The project site is designated Preservation by the City of Irvine's General Plan (City of Irvine 2006) and Conservation/Open Space Reserve by the City of Irvine's Zoning Map (City of Irvine 2010).

## Proposed Modifications to the Project

Addendum No. 2 addressed modifications to the access to the San Joaquin Marsh from Riparian View via an entrance on Campus Drive. In order to comply with the City of Irvine's minimum road width requirements, additional minor grade modifications must be made to the intersection of Riparian View at Campus Drive and to the flood channel access road at the Campus Drive undercrossing.

This Addendum No. 3 addresses several modifications to the project including modifications to the flood channel access road, which is located on the western bank of San Diego Creek. The flood channel access road connects Riparian View to the flood channel for access by County maintenance crews. In addition to this flood channel access road, County maintenance crews have access to the flood channel from multiple other locations on both the eastern and western banks of San Diego Creek. The flood channel access road ramp would be graded to a 10% incline and paved at a width of 12 feet. As a result of grading, existing riprap on the slope that supports the flood channel access road may need to be reinforced to support the modified ramp grade.



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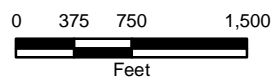
SOURCE: ESRI, i-cubed, GeoEye (2009)



**Figure 1**  
**Regional Location**



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**Figure 2**  
Vicinity Map



In addition, this Addendum No. 3 addresses the proposed installation of a retaining wall that would be constructed on the western edge of Riparian View in an area identified in Addendum No. 2 as non-native vegetation requiring removal. This retaining wall would support the roadway while minimizing the amount of vegetation that would need to be removed.

No additional vegetation beyond that which was analyzed in Addendum No. 2 would require removal as part of this Addendum No. 3. Figure 3 shows the extent of the proposed flood channel access road modifications as described in this Addendum No. 3, and Figure 4 shows the proposed construction plans including the proposed grade changes and retaining wall. The limit of potential construction impacts includes lay-down areas for construction equipment and grading as necessary to transition from the existing work area to the new work area.

## Project Phasing and Schedule

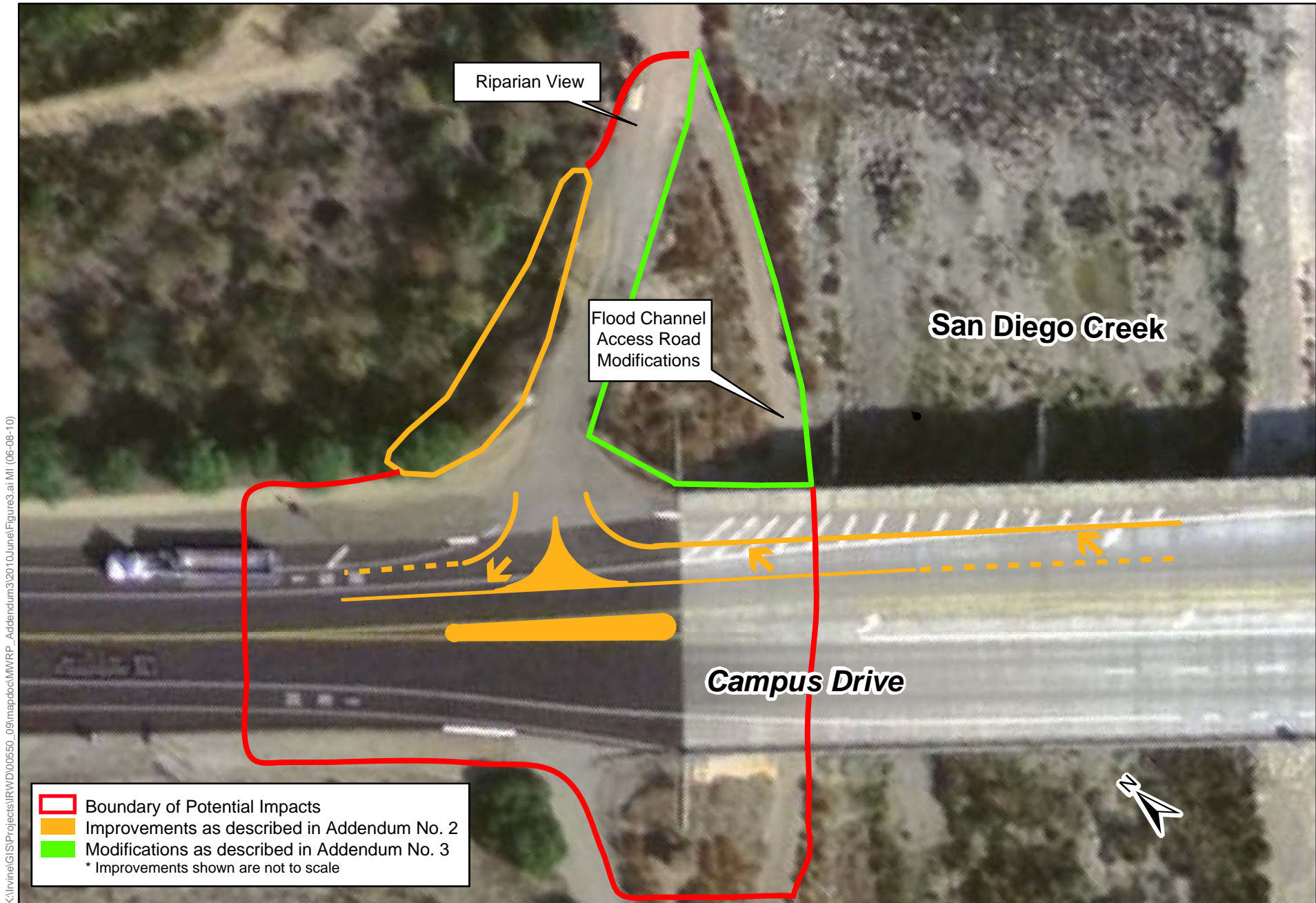
The modifications to the flood channel access road as described in this Addendum No. 3 would be completed concurrently with the improvements to Riparian View as described in Addendum No. 2. Grading, modifications to the levee riprap, and paving of the flood channel access road and the Campus Drive entrance to Riparian View as described in Addendum No. 2 and this Addendum No. 3 would take approximately 2 months to complete and are estimated to be completed in 2010.

## Environmental Impact Analysis

The proposed flood channel access road modifications do not change the conclusions of the impact analysis of the two referenced FEIRs. The modification of the MWRP Phase 2 and Phase 3 Capacity Expansion and Flood Protection Improvements Project to include the Flood Channel Access Road Improvements described above would have no new significant adverse environmental impacts.

To ensure that no significant environmental impacts would occur, the flood channel access road modifications described above would adhere to all applicable environmental commitments and mitigation measures included in the previously certified FEIRs for the MWRP Phase 2 and Phase 3 Capacity Expansion Project and SJFMEP.

The discussion of impacts presented below is limited to only those issues which were addressed in the original FEIRs, Addendum No. 1, and Addendum No. 2. No other resources would be affected beyond those which have been previously addressed.



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SOURCE: Terraserver (2009)

**Figure 3**  
**Proposed Flood Channel Access Road Modifications**

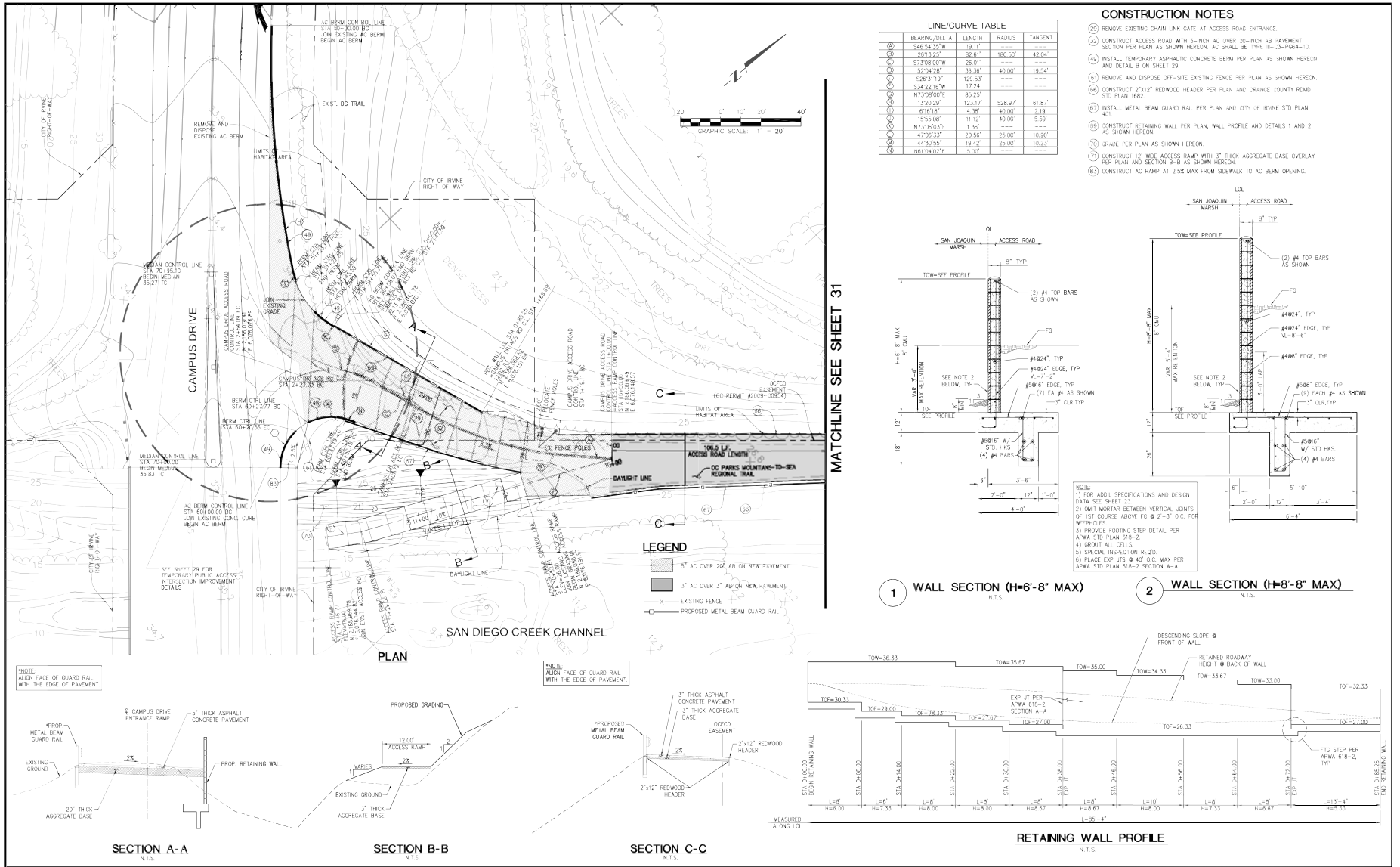


Figure 4  
Proposed Construction Plan

## Aesthetics

Sensitive views to the flood channel access road are predominantly from recreational users that use the Riparian View and the existing flood channel access road as an informal walking/running trail and from bicyclists across the creek to the east that travel along the San Diego Creek bicycle path. From the viewpoint of the bicycle path on the eastern side of the channel, modifications to the flood channel access road would be visible during construction activities. Following completion of construction the equipment would be removed and the grade modifications would be unobtrusive and inconspicuous to these recreational users. Modifications to the flood channel access road would require construction equipment for the duration of approximately 2 months.

No scenic highways are located within the project area. Facilities would not extend into public neighborhoods or regional parks.

Modifications to the flood channel access road would not substantially degrade the existing visual character or quality of the site and its surroundings. However, in order to address the potential for nighttime lighting impacts, the following environmental commitment was incorporated into the MWRP Project to ensure nighttime lighting impacts would be less than significant (IRWD 2006, p.3-14):

**EC-1:** Nighttime lighting of construction equipment will be discouraged and if required, it will be shielded from all local residences.

With the implementation of Environmental Commitment EC-1 incorporated in the MWRP Phase 2 and Phase 3 Capacity Expansion Project FEIR, the flood channel access road modifications would have a less than significant impact on aesthetic resources. The impacts related to the proposed access road modifications would be encompassed within the scope of the impacts previously addressed in the FEIRs, Addendum No. 1, and Addendum No. 2.

## Air Quality

The proposed grade modifications to the flood channel access road would involve the use of construction equipment for 2 months. Construction activities would result in negligible air quality emissions that are within the context of those previously identified in the MWRP Phase 2 and Phase 3 Capacity Expansion FEIR. However, in order to address the potential for air quality impacts, the following mitigation measures and environmental commitment were incorporated into the MWRP Project to ensure impacts would be less than significant (IRWD 2006, p. 4.5-18; 4.5-19; 3-16):

**MM A-1a:** Best available control measures shall be used during grading. The menu of enhanced dust control measures includes the following:

- Water all active construction areas at least twice daily.
- Cover all haul trucks or maintain at least 2 feet of freeboard.
- Pave or apply water four times daily to all unpaved parking or staging areas.
- Sweep or wash any site access points within 30 minutes of any visible dirt deposition on any public roadway.
- Cover or water twice daily any on-site stockpiles of debris, dirt or other dusty material.

- Suspend all operations on any unpaved surface if winds exceed 25 mph.
- Hydroseed or otherwise stabilize any cleared area which is to remain inactive for more than 96 hours after clearing is completed.

**MM A-1b:** Equipment emissions shall be reduced by implementing the following:

- Limit allowable idling to 5 minutes for trucks and heavy equipment before shutting the equipment down.
- Encourage car pooling for construction workers.
- Limit land closures to off-peak travel periods.
- Park construction vehicles off traveled roadways.
- Encourage receipts of materials during non-peak traffic hours.

**EC-9:** IRWD will comply with the South Coast Air Quality Management District (SCAQMD) Rule 403 to reduce fugitive dust emissions.

With implementation of Mitigation Measures MM A-1a, MM A-1b, and Environmental Commitment EC-9, any potential air quality effects associated with the proposed flood channel access road improvements would be less than significant. Therefore, the air quality impacts from the flood channel access road modifications would be encompassed within the scope of the air quality impacts previously addressed in the FEIRs, Addendum No. 1, and Addendum No. 2.

## Biological Resources

San Diego Creek is located adjacent to the project site to the east. Proposed construction activities associated with modifications to the flood channel access road would occur along existing disturbed areas outside of San Diego Creek which are devoid of native vegetation and sensitive habitat. Harmsworth Associates conducted a review of project plans and has determined that all construction activities would occur above the OHWM and would be outside of both California Department of Fish and Game (CDFG) and U.S. Army Corps of Engineers (Corps) jurisdiction (Appendix A). No native vegetation removal would occur as part of the project, and no direct or permanent impacts on sensitive plant species, sensitive plant communities, or jurisdictional waters would result from the proposed modifications to the flood channel access road.

The proposed construction activities could result in indirect nuisance types of impacts to species occupying adjacent habitat in both the marsh and San Diego Creek from stormwater erosion and sedimentation. Increased stormwater runoff and subsequent sedimentation and erosion could adversely affect vegetation communities in the vicinity of construction activities. By implementing construction best management practices (BMPs) developed as part of the Stormwater Pollution Prevention Program (SWPPP) for the MWRP Phase 2 and Phase 3 Capacity Expansion Project, impacts from stormwater sedimentation and erosion would be less than significant.

Sensitive wildlife that could be affected by noise and other construction related disturbances include least Bell's vireo and southwestern willow flycatcher. In order to address the potential for impacts to sensitive wildlife, the following mitigation measures were incorporated into the

MWRP Project to ensure biological resource impacts would be less than significant (IRWD 2006, p. 4.3-27-28):

**MM BIO-2a:** Avoiding construction activities between December 15 and September 15, the nesting bird season, would avoid significant impacts to nesting birds adjacent to the project site. These impacts may also be avoided by 1) conducting a survey to determine presence or absence of nests within a 300-foot radius of the construction site during the breeding season, 2) avoiding impact to trees with occupied nests until juveniles have fledged, and 3) establishing a 25- to 300-foot buffer around the nest site, which would be determined by a qualified biologist.

**MM BIO-2b:** If construction during the nesting season (March 15 through September 15) of least Bell's vireo and southwestern willow flycatcher cannot be avoided, noise impacts to endangered least Bell's vireo and southwestern willow flycatcher would be avoided through implementation of one of three of the following measures. Implementation of the measures below would avoid impacts to least Bell's vireo and southwestern willow flycatcher.

1. Conduct surveys to determine the presence or absence of these species in suitable habitat within 500 feet of the project area in accordance with USFWS protocols, which require eight surveys for least Bell's vireo and five surveys for southern willow flycatcher during spring and early summer (USFWS 1999, 2000). If neither species is detected by these surveys, construction may proceed.
2. If focused surveys detect the presence of either species, delay construction within 500 feet of occupied territory until after the least Bell's vireo and/or southern willow flycatcher have migrated from the site.
3. If focused surveys detect the presence of either species, erect noise barriers that reduce sound levels at the nest site to below 60 dBA and proceed with construction and conduct regular monitoring of noise levels during construction.

**MM BIO-3:** If construction occurs during nighttime, lighting shall be directed away from San Joaquin Marsh and San Diego Creek.

These three mitigation measures will be implemented during all construction activities related to modifications of the flood channel access road. Potential indirect impacts would be less than significant with implementation of construction BMPs and with implementation of Mitigation Measures MM BIO-2a, MM BIO-2b and MM BIO-3 as identified in the MWRP Phase 2 and Phase 3 Capacity Expansion FEIR. Impacts on biological resources resulting from modifications to the flood channel access road would be encompassed within the scope of the biological impacts previously addressed in the FEIRs, Addendum No. 1, and Addendum No. 2.

## Cultural Resources

There are five archaeological sites that are known to occur within the project area. CA-ORA-118 with loci A, B and C and CA-ORA-119 with loci A and B are located directly across the channel on two low hills within the boundaries of the University of Irvine campus along the east bank of San Diego Creek (specific locations are confidential to avoid disturbance). One site, CA-ORA-119 locus B is located within the center of Campus Drive at the juncture of Campus Drive

and University Drive. Modifications to the flood channel access road would not occur in the vicinity of these cultural resources. However, in order to address the potential for impacts to unknown archaeological resources, the following mitigation measures were incorporated into the MWRP Project to ensure cultural resource impacts would be less than significant (IRWD 2005, p. 18):

**MM CUL-2:** Any cultural resources discovered during construction will be tested to determine significance and mitigated through avoidance or data recovery. Should data recovery be necessary, it will be done as mandated by the Natural Historic Preservation Act (NHPA) and CEQA.

**MM CUL-3:** Any artifacts or fossils affected during construction will be repaired by the archaeological monitor to a point of identification and IRWD will pay any potential curation fees.

The potential for cultural resource impacts from the construction activities associated with modifications to the flood channel access road will be encompassed within the scope of the cultural resources impacts previously addressed in the FEIRs, Addendum No. 1, and Addendum No. 2. With implementation of Mitigation Measures MM CUL-2 and MM CUL-3 as identified in the IS/NOP prepared for the MWRP Phase 2 and Phase 3 Capacity Expansion Project, potential impacts on cultural resources would be less than significant.

## Geology and Soils

Modifications to the flood channel access road would result in increased stormwater runoff and subsequent minimal soil erosion impacts resulting from ground disturbance. Due to the nature of the modifications to the flood channel access road, which would involve grading and paving of the flood channel access ramp, these improvements would not expose persons or structures to seismic hazards. No habitable structures are proposed, and modification of the existing riprap to accommodate grade modifications would be engineered to avoid impacts on the structural integrity of the levee. Construction would take approximately 2 months to complete, and would include erosion control measures to minimize impacts on geology and soils during construction. Impacts on geology and soils from the modifications to the access road would be encompassed within the scope of the geology and soils impacts previously addressed in the FEIRs, Addendum No. 1, and Addendum No. 2. By implementing construction BMPs developed as part of the SWPPP for the MWRP Phase 2 and Phase 3 Capacity Expansion Project, impacts from stormwater sedimentation and erosion would be less than significant.

## Growth Inducing

The proposed modifications to the flood channel access road would not affect population, employment, or housing. No housing or commercial facilities are related to the flood channel access road modifications, and no changes to land use or zoning designations to permit new residential or commercial development are proposed. Additionally, the modifications to the flood channel access road would not remove any obstacles to growth or otherwise result in the potential to induce population or economic growth. The growth inducing impacts from the proposed flood channel access road modifications would be encompassed within the scope of the impacts previously addressed in the FEIRs, Addendum No. 1, and Addendum No. 2.

## Hydrology and Water Quality

Proposed modifications to the flood channel access road would not result in significant new hydrology and water quality impacts. An existing drainage conveyance was observed at the southeastern corner of the entrance to Riparian View from Campus Drive, discharging directly into San Diego Creek. Construction activities related to the proposed modifications could result in changes to stormwater or construction water runoff.

As discussed in the MWRP Phase 2 and Phase 3 Capacity Expansion Project FEIR, environmental commitments incorporated in the project include compliance with the Construction General Permit, which requires the development and implementation of an SWPPP. The SWPPP lists BMPs the construction contractor will use to protect storm water runoff and the placement of those BMPs, which may include erosion controls, sediment controls, tracking controls, wind erosion control, non-stormwater management, and materials and water management. The SWPPP also contains a visual monitoring program; a chemical monitoring program for non-visible pollutants to be implemented if there is a failure of BMPs; and a sediment monitoring plan if the site discharges directly to a water body listed on the 303(d) list for sediment.

Hydrology and water quality impacts associated with construction of the flood channel access road modifications will be encompassed within the scope of the hydrology and water quality impacts previously addressed in the FEIRs, Addendum No. 1, and Addendum No. 2. The proposed modifications will be included in the overall plans for the MWRP expansion, and any specific controls will be addressed in the SWPPP. Impacts on hydrology and water quality would be less than significant with implementation of these construction BMPs and the SWPPP.

## Land Use and Planning

The proposed flood channel access road modifications would have no significant impacts on land use. The project is consistent with the City of Irvine General Plan and zoning designations for the site. The proposed modifications are required to complete the improvements to Riparian View as described in Addendum No. 2, which are designed to allow continued use of and access to the San Joaquin Marsh Campus and San Joaquin Marsh in a safe manner during construction of the MWRP Phase 2 and Phase 3 Capacity Expansion Project. The land use and planning impacts resulting from proposed flood channel access road modifications would be encompassed within the scope of the impacts previously addressed in the FEIRs, Addendum No. 1, and Addendum No. 2.

## Noise

Modifications to the flood channel access road would involve the use of grading and paving equipment for approximately 2 months during construction. Indirect impacts could occur to birds nesting in habitat/vegetation area adjacent to the work area as a result of noise and other construction-related disturbance. Sensitive wildlife potentially affected by noise and other construction-related disturbances include least Bell's vireo and southwestern willow flycatcher. Potential indirect noise impacts on nesting birds would be less than significant with implementation of the following mitigation measure (IRWD 2006, p. 4.3-28):



**MM BIO-2b:** If construction during the nesting season (March 15 through September 15) of least Bell's vireo and southwestern willow flycatcher cannot be avoided, noise impacts to endangered least Bell's vireo and southwestern willow flycatcher would be avoided through implementation of one of three of the following measures. Implementation of the measures below would avoid impacts to least Bell's vireo and southwestern willow flycatcher.

1. Conduct surveys to determine the presence or absence of these species in suitable habitat within 500 feet of the project area in accordance with USFWS protocols, which require eight surveys for least Bell's vireo and five surveys for southern willow flycatcher during spring and early summer (USFWS 1999, 2000). If neither species is detected by these surveys, construction may proceed.
2. If focused surveys detect the presence of either species, delay construction within 500 feet of occupied territory until after the least Bell's vireo and/or southern willow flycatcher have migrated from the site.
3. If focused surveys detect the presence of either species, erect noise barriers that reduce sound levels at the nest site to below 60 dBA and proceed with construction and conduct regular monitoring of noise levels during construction.

Mitigation Measure MM BIO-2b as discussed in Section 4.3, "Biological Resources," of the MWRP Phase 2 and Phase 3 Capacity Expansion FEIR, addresses impacts on nesting birds by avoiding construction activities during the nesting season, establishing a buffer around nesting sites, or using noise barriers to reduce sound levels at nesting sites. The noise impacts resulting from proposed flood channel access road modifications would be encompassed within the scope of the impacts previously addressed in the FEIRs, Addendum No. 1, and Addendum No. 2.

## Public Health and Safety

Modifications to the flood channel access road may involve using limited quantities of hazardous materials such as diesel fuel, gasoline, lubricating oil, grease, solvents, and paint. No acutely hazardous materials would be handled on site. The limited quantities of hazardous materials that would be used would not pose a significant risk to workers or off-site sensitive receptors; however, they would pose a risk of soil and water contamination if accidentally released.

The SWPPP prepared for the MWRP Phase 2 and Phase 3 Capacity Expansion Project lists BMPs that IRWD will use to protect stormwater runoff. General BMPs include erosion controls, sediment controls, tracking controls, wind erosion control, non-stormwater management, and materials and water management. The SWPPP also contains a visual monitoring program, a chemical monitoring program for non-visible pollutants to be implemented if there is a failure of BMPs, and a sediment monitoring plan if the site discharges directly to a water body listed on the 303(d) list for sediment.

In addition, the MWRP Phase 2 and Phase 3 Capacity Expansion Project FEIR includes the following mitigation measures which would mitigate potential hazardous materials impacts (IRWD 2006, p. 4.4-10):

**MM HAZ-1a:** Prior to construction, all contractor and subcontractor project personnel shall receive training regarding the appropriate work practices necessary to effectively comply with the applicable environmental laws and regulations, including, without limitation, hazardous materials spill prevention and response measures.

**MM HAZ-1b:** Hazardous materials shall not be disposed of or released onto the ground, the underlying groundwater, or any surface water. Totally enclosed containment shall be provided for all trash. All construction waste, including trash and litter, garbage, other solid waste, petroleum products and other potentially hazardous materials, shall be removed to a hazardous waste facility permitted or otherwise authorized to treat, store, or dispose of such materials.

**MM HAZ-1c:** A hazardous substance management, handling, storage, disposal, and emergency response plan shall be prepared and implemented.

**MM HAZ-1d:** Hazardous materials spill kits shall be maintained onsite for small spills.

Impacts related to public health and safety from construction of modifications to the flood channel access road would be encompassed within the scope of the public health and safety impacts previously addressed in the FEIRs, Addendum No. 1, and Addendum No. 2. Impacts would be less than significant with implementation of construction BMPs and Mitigation Measures MM HAZ-1a through MM HAZ-1d as identified in the MWRP Phase 2 and Phase 3 Capacity Expansion Project FEIR.

## Recreation

Existing recreational resources in the project area include a bicycle trail along the east side of San Diego Creek and a hiking and riding trail along the west side of the creek south of Campus Drive. The west side of the San Diego Creek Channel, on which modifications to the flood channel access road are proposed, is designated as a “proposed” riding and hiking trail by the County of Orange (County of Orange 2008). While this is not an official existing trail, it is used for walking, hiking, horseback riding, and mountain biking. Construction activities on the flood channel access road could disrupt use of this designated future trail for approximately 2 months in conjunction with the improvements to Riparian View. These impacts would be the same as those described in Addendum No. 2, as the same section of the trail would be temporarily unavailable.

As described in Addendum No. 2, IRWD will provide signage directing pedestrian and bicycle traffic to the eastern side of San Diego Creek channel, which has an existing designated trail, to protect the safety of trail users during construction activities along the access road. Following the modifications to the flood channel access road and construction activities related to the improvements described in Addendum No. 2, detour signage will be removed and pedestrian and bicycle users would again have full use of the trail as with existing conditions. With implementation of appropriate signage during construction activities, impacts would be less than significant. The impacts on recreation from the proposed flood channel access road modifications would be encompassed within the scope of the impacts previously addressed in the FEIRs, Addendum No. 1, and Addendum No. 2.

## Transportation and Circulation

Modifications to the flood channel access road would not require the closure of any roadways beyond the temporary closure of Riparian View as described in Addendum No. 2. The proposed modifications to the grade would result in compliance with the City of Irvine standards and provide for safer circulation along the extension of Riparian View to the San Joaquin Marsh and

MWRP. The proposed flood channel access road modifications would not have an adverse effect on the provision of new or physically altered governmental facilities, or result in the need for new or physically altered government facilities to maintain acceptable service ratios, response times, or other performance objectives.

There would be a minor increase in construction activities related to the construction of the flood channel access road modifications. To ensure that no significant environmental impacts would occur, the flood channel access road modifications described above would adhere to all applicable environmental commitments and mitigation measures included in the previously certified FEIRs for the MWRP Phase 2 and Phase 3 Capacity Expansion Project and SJFMEP. The impacts on transportation and circulation from the proposed flood channel access road modifications would be encompassed within the scope of the impacts previously addressed in the FEIRs, Addendum No. 1, and Addendum No. 2.

## Determination

Based on the information and analysis in this Addendum No. 3, and pursuant to Section 15162 of the State CEQA Guidelines, the IRWD has determined that:

1. There are no substantial changes to the project that would require major revisions to either FEIR due to new, significant environmental effects or a substantial increase in the severity of impacts identified in the FEIRs;
2. Substantial changes have not occurred in the circumstances under which the project is being undertaken that would require major revisions to either FEIR to disclose new, significant environmental effects or a substantial increase in the severity of the impacts identified in the FEIRs; and
3. There is no new information of substantial importance not known at the time either FEIR was certified that shows that the project would have any new significant effects not discussed in either certified FEIR or a substantial increase in the severity of the impacts identified in either FEIR, or that mitigation measures or alternatives previously found not feasible, or that are considerably different from those analyzed in either FEIR, would substantially reduce one or more significant effects.

## References

- City of Irvine. 1995. San Joaquin Freshwater Marsh Enhancement Plan Final Environmental Impact Report. September.
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- U.S. Fish and Wildlife Service (USFWS). 1999. Least Bells vireo survey guidelines. April 8. Carlsbad, California. 3 pp.
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Appendix A

# **Harmsworth Associates Jurisdictional Assessment**

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# HARMSWORTH ASSOCIATES

## Environmental Consultants

May 27, 2010

Steve Malloy  
Principal Engineer  
Irvine Ranch Water District  
3512 Michelson Drive  
Irvine, CA 92612

### **Re: Campus Drive Access Road**

Dear Mr. Malloy:

Harmsworth Associates biologist Paul Galvin<sup>1</sup>, has reviewed the plans and project site for the Campus Drive Access Project, in Irvine, Orange County. The attached PDF drawing shows the ramp that will be re-graded for the access road from Campus Drive to the San Joaquin Marsh Campus.

The ramp work area is above the ordinary high water mark (OHWM) for San Diego Creek at this location. Only extreme high floods would potentially reach the ramp work area. U.S. Army Corps of Engineers (Corps) jurisdiction is based on the OHWM and not extreme flood events<sup>2</sup>. As the ramp site is above the OHWM no Corps jurisdiction would be impacted and no Corps Section 404 permit is required.

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<sup>1</sup> Mr. Paul Galvin has extensive experience working on Corps and CDFG projects, conducting jurisdictional delineations and obtaining permits and approvals for Corps 404 permits and CDFG 1600 agreements, and working on Corps/CDFG approved Mitigation Plans, Revegetation and Restoration plans. Mr. Galvin has obtained Corps, CDFG and Regional Board permits on a variety of Irvine Ranch Water District (IRWD) projects throughout the Irvine Ranch including the Natural Treatment System (NTS) project, for portions of the San Diego Creek Watershed, Serrano Creek slope repair, North Carlson Pond repairs, Sand Canyon Reservoir and the boat ramps project.

<sup>2</sup> The limits of Corps jurisdiction in non-tidal waters when wetlands are not present, extends to the ordinary high water mark (OHWM), which is defined at 33 CFR 328.3(e) as:

*that line on the shore established by the fluctuation of water and indicated by physical characteristics such as a clear, natural line impressed on the bank, shelving, changes in the character of soil, destruction of terrestrial vegetation, the presence of litter and debris, or other appropriate means that consider the characteristics of the surrounding areas.*

Similarly, California Department of Fish and Game (CDFG) jurisdiction goes to the OHWM or to the edge of riparian vegetation if that extends beyond the OHWM. No riparian vegetation occurs at the ramp area and therefore CDFG jurisdiction also ends at the OHWM. As the ramp site is above the OHWM no CDFG jurisdiction would be impacted and no CDFG 1600 agreement is required.

If you have any questions or require additional information, please call me at (714) 389-9527.

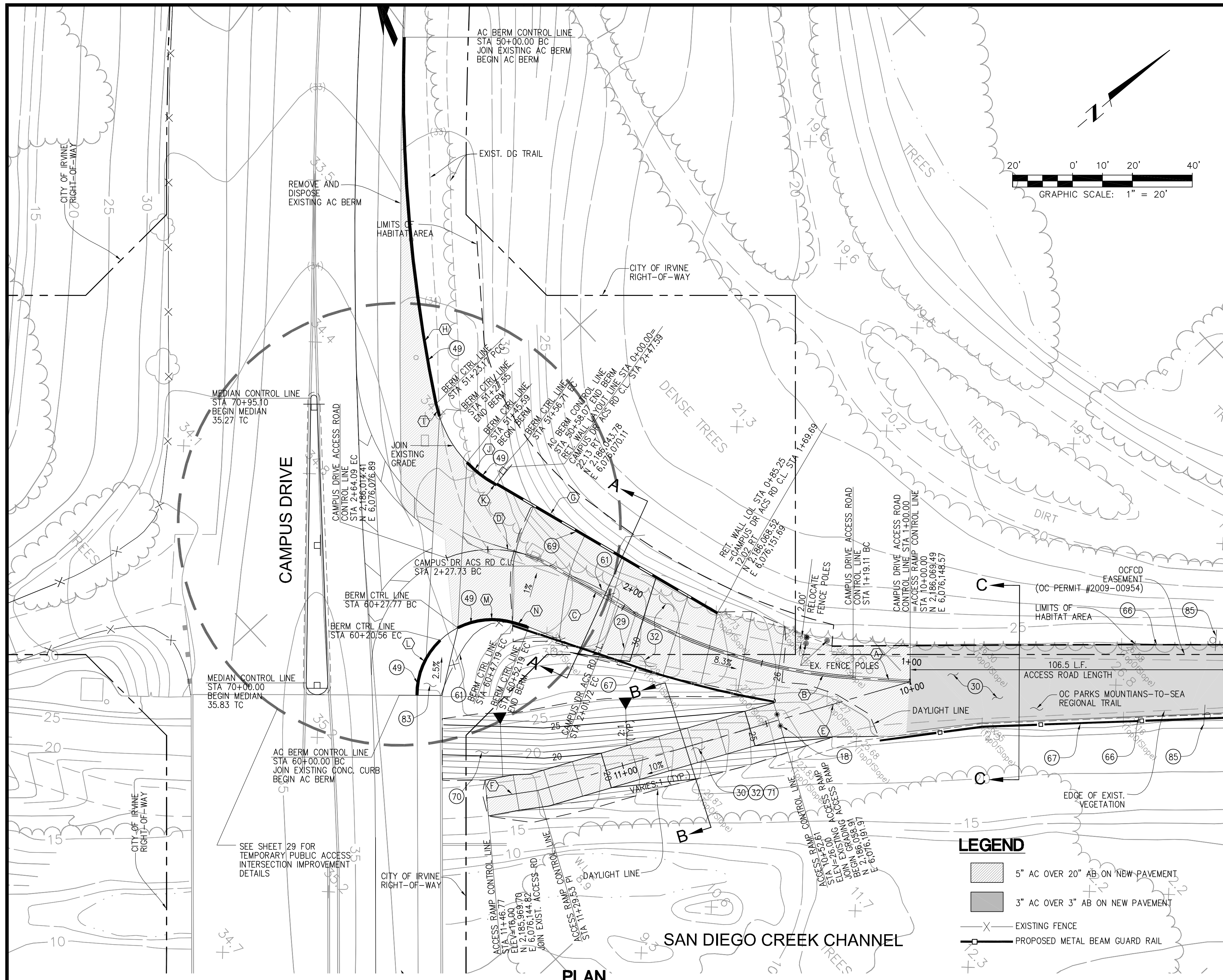
Sincerely

**Harmsworth Associates**

A handwritten signature in black ink, appearing to read "Paul Galvin". The signature is written in a cursive, flowing style.

Paul Galvin, M.S.  
Vice President

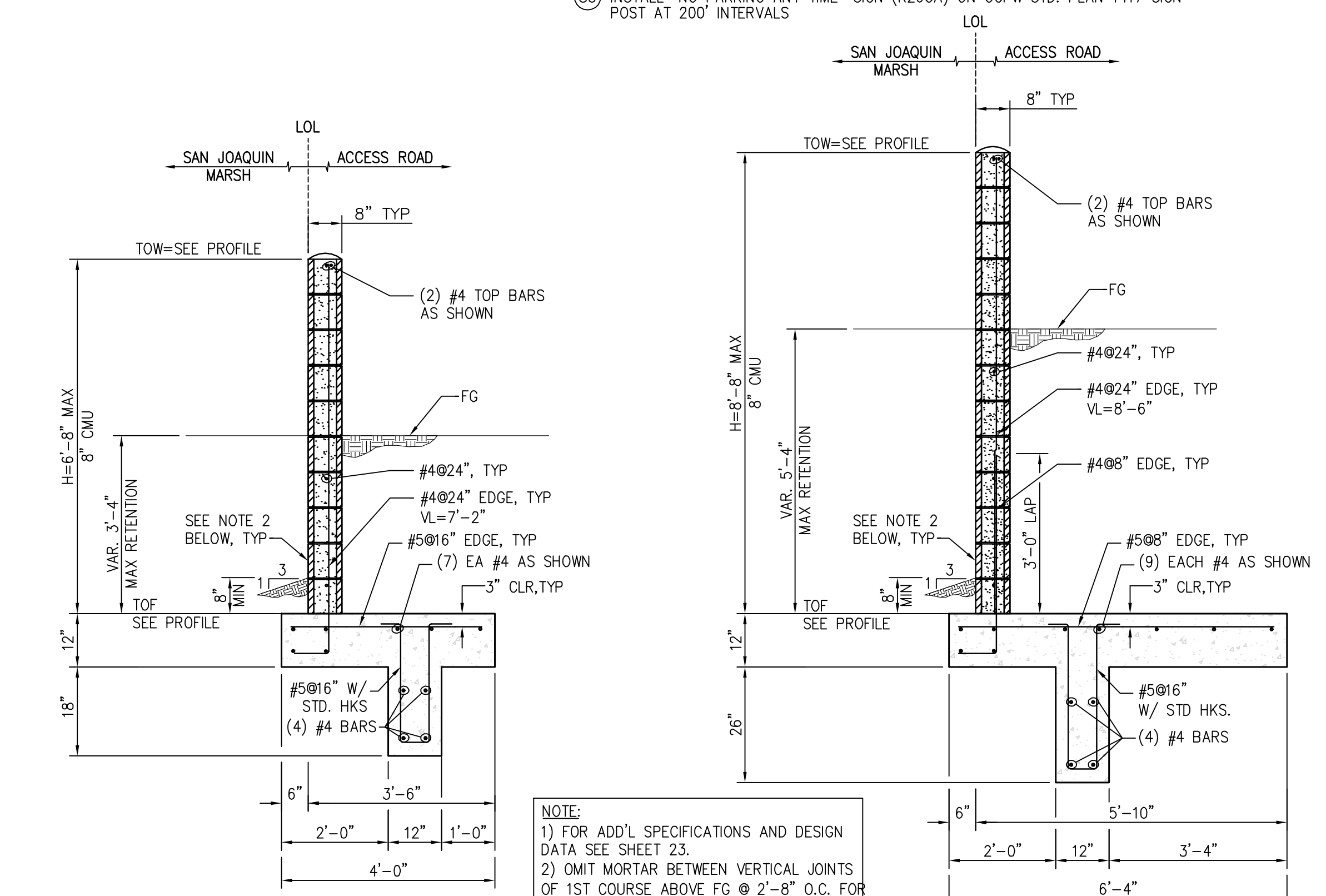




LINE/CURVE TABLE				
	BEARING/Delta	LENGTH	RADIUS	TANGENT
(A)	S46°54'35"W	19.11'	---	---
(B)	26°13'25"	82.61'	180.50'	42.04'
(C)	S73°08'00"W	26.01'	---	---
(D)	52°04'28"	36.36'	40.00'	19.54'
(E)	S26°31'19"	129.53'	---	---
(F)	S34°22'16"W	17.24'	---	---
(G)	N73°08'00"E	85.25'	---	---
(H)	13°20'29"	123.17'	528.97'	61.87'
(I)	6°16'18"	4.38'	40.00'	2.19'
(J)	15°55'08"	11.12'	40.00'	5.59'
(K)	N73°06'03"E	1.36'	---	---
(L)	47°06'33"	20.96'	25.00'	10.90'
(M)	44°30'55"	19.42'	25.00'	10.23'
(N)	N61°04'02"E	5.00'	---	---

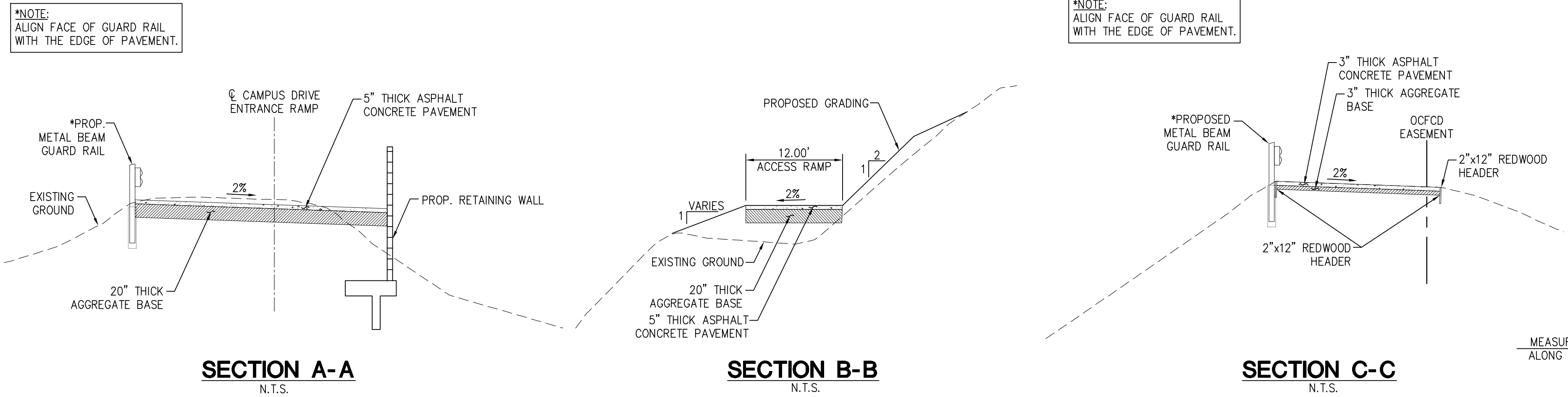
- ### CONSTRUCTION NOTES
- (18) INSTALL REMOVABLE AND LOCKABLE 4"-DIA. BOLLARD POSTS AT 4' O.C. ACROSS CHANNEL RAMP OPENING (LOCKS TO BE INSTALLED BY OCPW, BOLLARDS TO BE MAINTAINED BY OCPW).
  - (29) REMOVE EXISTING CHAIN LINK GATE AT ACCESS ROAD ENTRANCE.
  - (30) DEMOLISH AC ACCESS ROAD AT COMPLETION OF MWRP PHASE 2 EXPANSION OR AS DIRECTED BY IRWD INSPECTOR.
  - (32) CONSTRUCT ACCESS ROAD WITH 5-INCH AC OVER 20-INCH AB PAVEMENT SECTION PER PLAN AS SHOWN HEREON. AC SHALL BE TYPE III-C3-PG64-10.
  - (49) INSTALL TEMPORARY ASPHALTIC CONCRETE BERM PER PLAN AS SHOWN HEREON AND DETAIL B ON SHEET 29.
  - (61) REMOVE AND DISPOSE OFF-SITE EXISTING FENCE PER PLAN AS SHOWN HEREON.
  - (66) CONSTRUCT 2"x12" REDWOOD HEADER PER PLAN AND ORANGE COUNTY RDMC STD PLAN 1682.
  - (67) INSTALL METAL BEAM GUARD RAIL PER PLAN AND CITY OF IRVINE STD PLAN 401.
  - (69) CONSTRUCT RETAINING WALL PER PLAN, WALL PROFILE AND DETAILS 1 AND 2 AS SHOWN HEREON.
  - (70) GRADE PER PLAN AS SHOWN HEREON.
  - (71) CONSTRUCT 12' WIDE ACCESS RAMP PER PLAN AND SECTION B-B AS SHOWN HEREON.
  - (83) CONSTRUCT AC RAMP AT 2.5% MAX FROM SIDEWALK TO AC BERM OPENING.
  - (85) INSTALL "NO PARKING ANY TIME" SIGN (R26CA) ON OCPW STD. PLAN 1417 SIGN POST AT 200' INTERVALS.

MATCHLINE SEE SHEET 31

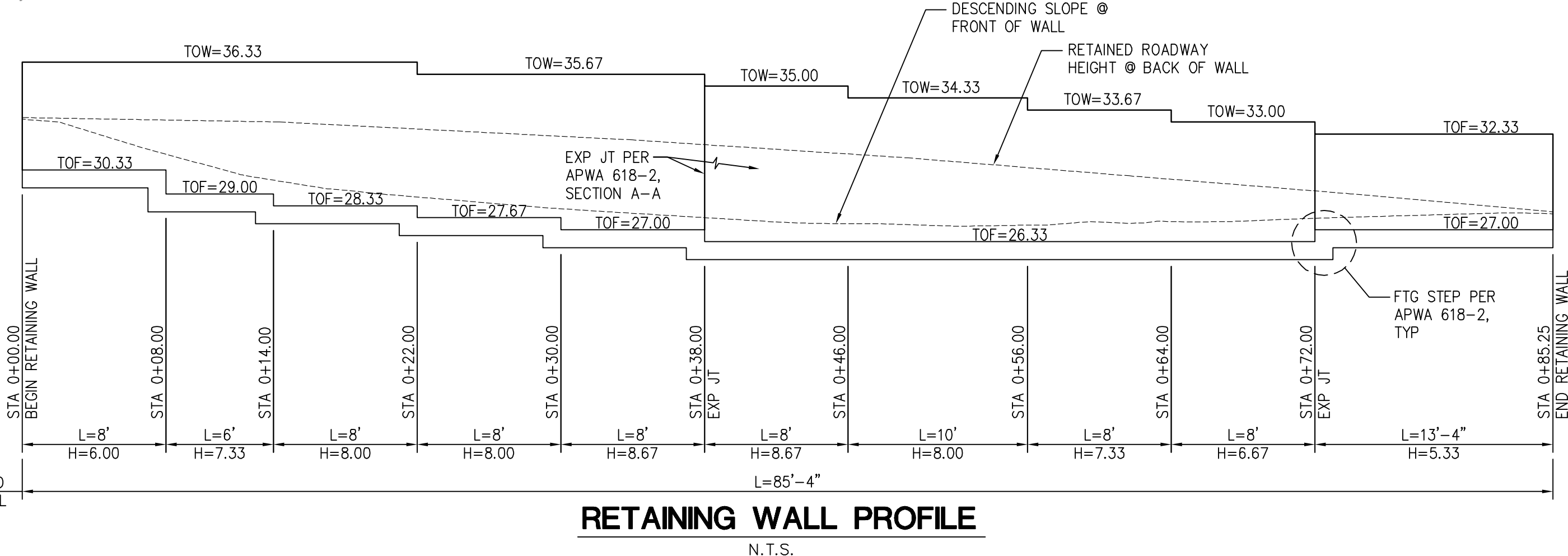


- NOTE:**
- 1) FOR ADD'L SPECIFICATIONS AND DESIGN DATA SEE SHEET 23.
  - 2) OMIT MORTAR BETWEEN VERTICAL JOINTS OF 1ST COURSE ABOVE FG @ 2'-8" O.C. FOR WEEPHOLES.
  - 3) PROVIDE FOOTING STEP DETAIL PER APWA STD PLAN 618-2.
  - 4) GROUT ALL CELLS.
  - 5) SPECIAL INSPECTION REQ'D.
  - 6) PLACE EXP JTS @ 40' O.C. MAX PER APWA STD PLAN 618-2 SECTION A-A.

**1 WALL SECTION (H=6'-8" MAX)** N.T.S.  
**2 WALL SECTION (H=8'-8" MAX)** N.T.S.



**SECTION A-A** N.T.S.  
**SECTION B-B** N.T.S.  
**SECTION C-C** N.T.S.



**RETAINING WALL PROFILE** N.T.S.

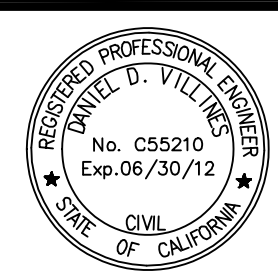
No.	DATE	REVISIONS	APPROVED

DESIGNED: RTC  
 DRAWN: SWL  
 CHECKED: DDV

**IRVINE RANCH WATER DISTRICT**  
 Irvine, Calif.

VA PROJECT MANAGER: DANIEL D. VILLINES RCE 55210  
 VA PROJECT ENGINEER: ROGER T. CHUNG RCE 65388  
 PRINCIPAL ENGINEER: STEVEN L. MALLOY RCE 31926

PLANS PREPARED BY:  
**VA Consulting, Inc.**  
 ENGINEERS - PLANNERS - SURVEYORS  
 6400 OAK CANYON, SUITE 150 IRVINE, CA 92618  
 (949) 474-1400 TEL (949) 261-8482 FAX



**FLOOD PROTECTION IMPROVEMENT PLANS**  
**MICHELSON WATER RECLAMATION PLANT**  
 CAMPUS DRIVE TEMPORARY PUBLIC ACCESS ROAD  
 TEMPORARY GRADING

SHEET **30** OF **42**