

**RIVERSIDE COUNTY FLOOD CONTROL &
WATER CONSERVATION DISTRICT**



**NORTH NORCO CHANNEL
STAGE 11 PROJECT**

**CEQA Initial Study and
Mitigated Negative Declaration
SCH No. 2015041069**

Prepared by:
DUDEK

June 2015

**WARREN D. WILLIAMS
General Manager – Chief Engineer**

APR 21 2015

PUBLIC NOTICE

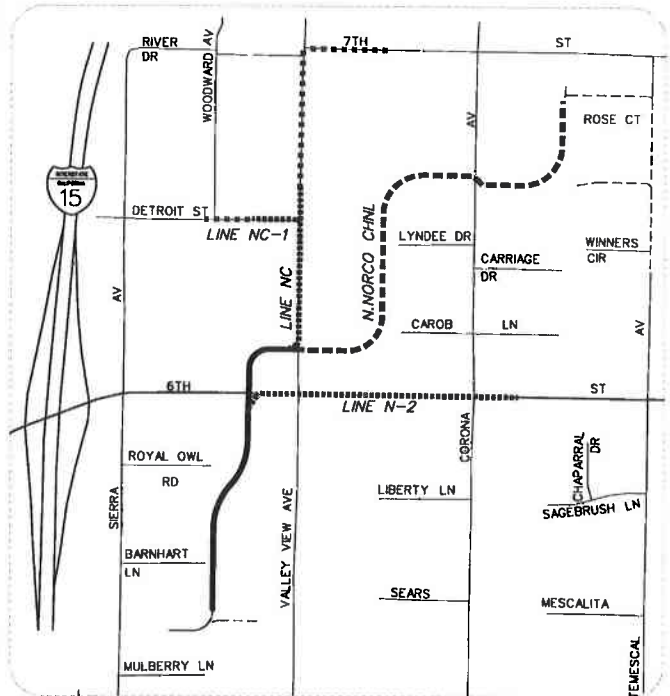


NOTICE OF AVAILABILITY OF INITIAL STUDY NOTICE OF INTENT TO ADOPT A MITIGATED NEGATIVE DECLARATION FOR THE NORTH NORCO CHANNEL, STAGE 11 PROJECT

County Clerk
By B. Kenner Deputy

PROJECT INFORMATION

The Riverside County Flood Control and Water Conservation District (District) proposes to construct, operate and maintain the North Norco Channel, Stage 11 Project (project). The project area is currently served by an unlined flood control channel that does not have 100-year flood capacity. Therefore, the project is designed to provide 100-year flood protection, allow revision of the Federal Emergency Management Agency mapping of Flood Hazard Areas and provide safe access across the road crossings at Sixth Street, Valley View Avenue and Corona Avenue. The proposed facilities consist of improvements to an aboveground channel (the North Norco Channel, or mainline) and installation of several underground storm drains (or laterals) that would feed into the channel. The project totals approximately 5,912 lineal feet of drainage improvements. These facilities would be constructed in phases; however, for the purpose of the environmental assessment, are collectively referred to as the North Norco Channel, Stage 11 Project.



REASON FOR PUBLIC NOTICE

In accordance with the California Environmental Quality Act (CEQA), the District has conducted an Initial Study for this project which analyzes potential impacts it may have on the environment. The result of this study shows this project will not significantly impact the environment and a Mitigated Negative Declaration is proposed. This public notice is to solicit comments, questions or concerns about the environmental analysis and project impacts.



INFORMATION AVAILABLE

A copy of the Initial Study and Mitigated Negative Declaration is available for review at the following locations:

Norco Public Library
3954 Old Hamner Road
Norco, CA 92860
(951)735-5329

Online
Please visit the RCFC&WCD website at: www.rcflood.org
The CEQA document and public notices are located in the lower left corner of the website under the "CEQA/Section 18" tab.

RCFC&WCD
1995 Market Street
Riverside, CA 92501
(951)955-1200

WHAT CAN BE DONE

Any comments or concerns about the proposed project, Initial Study, or Mitigated Negative Declaration, must be submitted in writing no later than **May 20, 2015**. Written responses should make reference to "North Norco Channel, Stage 11 Project".

CONTACT INFORMATION

Please submit any written comments to:
Riverside County Flood Control
& Water Conservation District
1995 Market Street
Riverside, CA 92501
Attn: Kris Flanigan

COUNTY CLERK
Mitigated Negative Declaration/Ntc Determination
Filed per P.R.C. 21152
POSTED

Questions should be directed to:
Kris Flanigan: 951.955.8581
kflaniga@rcflood.org
-or-
Joan Valle: 951.955.8856
jvalle@rcflood.org

APR 21 2015
MAY 27 2015

By: _____ Dept.
County of Riverside, State of California

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INTRODUCTION

Regulatory Framework

In accordance with the California Environmental Quality Act (CEQA) (Public Resources Code Sections 21000–21177), this Initial Study has been prepared to determine potentially significant impacts upon the environment resulting from the construction and operation of the North Norco Channel, Stage 11 Project (collectively hereinafter referred to as the "project"). In accordance with Section 15063 of the State CEQA Guidelines, this Initial Study is a preliminary analysis prepared by the Riverside County Flood Control and Water Conservation District (District) as Lead Agency to inform the Lead Agency decision makers, other affected agencies, and the public of potential environmental impacts associated with the implementation of the project.

Organization of the Initial Study

Introduction: provides the regulatory context for review and a brief summary of the CEQA process.

Project Information: provides fundamental project information, such as the project description, project location and figures.

Lead Agency Determination: identifies environmental factors potentially affected by the project and identifies the Lead Agency's determination based on the analyses and evaluation.

Draft Mitigated Negative Declaration: the draft document is provided for public review and comment.

Mitigation Summary: compiles all proposed mitigation measures.

Evaluating Environmental Impacts: provides the parameters used when determining level of impact.

CEQA Checklist: CEQA checklist and accompanying analysis for responding to checklist questions.

References: includes a list of references and various resources utilized in preparing the analysis.

Environmental Process

The Initial Study (IS) and Mitigated Negative Declaration (MND) analyze the expected environmental impacts of the project. The draft IS/MND was circulated for a 30-day public review and comment period, which ended on May 20, 2015 (SCH No. 2015041069).

The District found one error that was corrected on page 5, changing the total lineal feet of the project from 5,912 to 5,950. This was a mapping error and is not an increase in the length of the project. The District also corrected a typographical error on page 50 that corrected the MS4 permit number.

The District received two comment letters on the draft IS/MND. The first letter was from the Santa Ana Regional Water Quality Control Board (Regional Board), and the second was from the Soboba Band of Luiseño Indians. The Soboba letter was submitted after the comment period ended, however the District included the comments and responded accordingly.

The District also received a letter from the State Office of Planning and Research (State Clearinghouse) which acknowledges that the District has complied with the State Clearinghouse requirements for draft environmental review pursuant to CEQA.

The comments and the District's responses to comments are included herein commencing on page 65. The comments do not change the analyses nor the mitigation measures as proposed in the draft IS/MND, and the District has determined that a Mitigated Negative Declaration is the appropriate CEQA document for the project.

Comments, and related responses, will be included with the Initial Study document for consideration by the Board of Supervisors for the District. If the Board concurs with the findings presented herein, the enclosed MND will be adopted and the project will be approved on July 21, 2015 at 10:30 a.m., at the meeting room of this Board, 1st Floor, County Administrative Center, 4080 Lemon Street, Riverside, California.

PROJECT INFORMATION

1. ***Project Title:***
North Norco Channel, Stage 11
2. ***Lead Agency Name and Address:***
Riverside County Flood Control and Water Conservation District
1995 Market Street
Riverside, California 92501
3. ***Contact Person Email Address and Phone Number:***
Kris Flanigan; kflaniga@rcflood.org; 951.955.8581 or Joan Valle; jvalle@rcflood.org; 951.955.8856
4. ***Project Location:***
The project site is located in the City of Norco, Riverside County (Figures 1 and 2) and is bounded to the south by Mulberry Lane, to the west by Sierra Avenue, the north by Seventh Street and to the east by Temescal Avenue. The project is located in Township 3 South, Range 6 West, Section 6 of the Corona North 7.5 Series Topographic Quadrangle maps. The latitude/longitude for the project is 33°56'22.4"N 117°32'54.7"W.
5. ***Project Sponsor's Name and Address:***
Riverside County Flood Control and Water Conservation District
1995 Market Street
Riverside, California 92501
6. ***General Plan Designation:***
The project site is located within the City of Norco. Per the General Plan Land Use Map, the land use designation within the North Norco Channel and proposed laterals is Water Related (WR) and Residential Agricultural (RA), respectively.
7. ***Description of Project:***
Project Purpose and Objective
The purpose of the project is to reduce flood risk in the project area. The objective is to convey the 100-year peak discharge and provide safe access across the road crossings at Sixth Street, Valley View Avenue, and Corona Avenue.
Project Description
The District proposes to construct, operate and maintain the North Norco Channel, Stage 11 Project (project). The project area is currently served by an unlined flood control channel that does not have 100-year flood capacity. Therefore, the project is designed to provide 100-year flood protection, allow revision of the Federal Emergency Management Agency (FEMA) mapping of Flood Hazard Areas and provide safe access across the road crossings at Sixth Street, Valley View Avenue and Corona Avenue. The proposed facilities consist of improvements to an aboveground channel (the North Norco Channel, or mainline) and installation of several underground storm drains (or laterals) that would feed into the channel. The Project totals approximately ~~5,912~~ 5,950 lineal feet (ft) of drainage improvements¹. These facilities would be constructed in phases;

¹ Only the first stage of Line NC and Line NC-1 will be constructed during Phase 2 construction. Pursuant to Section 15063(a)(1) of the CEQA Statutes and Guidelines, all phases of project planning, implementation and operation are considered in the Initial Study of this project. Construction of future stages of this project will occur at an undetermined time. Subsequent analysis pursuant to CEQA will be conducted to address potential environmental impacts prior to the construction of future stages if it is required at that time.

however, for the purpose of the environmental assessment, are collectively referred to as the North Norco Channel, Stage 11 Project (Project).

Project Location

The project site is located in the City of Norco, Riverside County (Figures 1 and 2) and is bounded to the south by Mulberry Lane, to the west by Sierra Avenue, the north by Seventh Street and to the east by Temescal Avenue. The project is located in Township 3 South, Range 6 West, Section 6 of the Corona North 7.5 Series Topographic Quadrangle maps.

The project would traverse or otherwise affect the following assessor’s parcel numbers (APNs):

131070013	131090015	131150021	131160031
131070015	131090017	131150023	131200036
131070017	131090019	131150025	131240004
131080035	131090021	131150027	131280009
131090007	131140029	131150029	
131090013	131150003	131160029	

Existing Conditions

The project reach is currently an interim earthen trapezoidal channel. The main channel is identified on the Corona North USGS quadrangle map as an unnamed blue-line stream. The existing District maintained interim channel is earthen-lined prior to reaching the southern terminus of the Project Area, at which point the channel becomes concrete-lined and trapezoidal. The existing concrete trapezoidal channel has a base width of 12-feet, a depth of 8-feet and side slopes at 1.5 to 1 (horizontal to vertical).

After the channel flows off site, it remains concrete-lined and is referred to as “Ditch” on the USGS quadrangle map. The channel continues to flow through Residential/Urban/Exotic areas until it enters the Prado Flood Control Basin and the Santa Ana River via Temescal Wash, approximately 2.7 miles southwest of the Project area. Land uses in the Project vicinity include a mixture of rural and low density residential development, some commercial/retail, and equestrian use.

The drainages are largely supported by urban nuisance and storm flows. At the time of the 2010 biological survey (Dudek), the main channel was primarily dry; there were flows in the southern portion of the main channel where the concrete-lined channel flows into main drainage; and the concrete-lined tributary to the main drainage contained flowing water.

Project Design

The District considered many factors prior to selecting the proposed project. The proposed project was chosen because it meets the project objectives with the fewest environmental impacts. The proposed improvements are within the North Norco Master Drainage Plan (unapproved) and include the following four facilities:

- North Norco Channel Stage 11 (mainline)
- Line N-2 Stage 1 in Sixth Street (lateral)
- Line NC Stage 1 in Valley View Avenue (lateral)
- Line NC-1 Stage 1 in Detroit Street (lateral)

As proposed, the mainline channel is a combination of earthen bottom and concrete lined channel. Downstream (west) of Valley View Avenue, the channel would be a concrete rectangular channel (24 ft. base width, 8 ft. depth). Upstream (east) of Valley View Avenue, the channel would be a trapezoidal channel with an earthen bottom and concrete side slopes (18 ft. base width, depth varies between 6 and 7 ft.). The downstream end of the proposed improvements will join the existing

concrete trapezoidal channel immediately upstream of the confluence with Line NA. The upstream end of the proposed improvements will join the existing Line N-1, an 8-foot (width) by 5-foot (height) reinforced concrete box culvert near Rose Court. The lateral lines are designed as underground stormdrain facilities within the existing roadway right-of-way.

In addition to the drainage improvements, the following project features are proposed and are shown on Figure 3:

- Two water quality basins that have been designed to treat local off site run-off and would be located on District owned parcels adjacent to the mainline channel.
- Access roads and ramps adjacent to and parallel to the mainline channel. Due to existing development adjacent to the channel, the soft-bottom portion of the channel would include an access road on only the eastern side of the channel while the concrete lined rectangular portion allows for access roads to be constructed on both sides of the channel.
- A slab bridge and reconstruction of street crossings at Sixth Street.
- Double reinforced concrete box (RCB) culverts and reconstruction of street crossings at Valley View Avenue and Corona Avenue.

Construction

Construction is broken up into two phases. Phase 1 includes construction of the mainline and is assumed to commence in January 2016 and continue until December 2016. Phase 2 includes construction of the three laterals and is expected to commence mid-2017 and is expected to be complete by the end of 2017. Approximately 15 to 20 individuals would be present on site depending on the nature of construction occurring at any one time.

The construction contractor will be required to comply with all state, federal and local regulations. Pursuant to Norco Municipal Code Section 15.30.020, construction activity including any daily staging and clean-up will occur between the hours of 6:30 am and 7 pm from Monday through Friday, with no construction occurring on weekends and federal holidays.

Utility Line Relocation

Construction would require multiple utility line relocations within public ROWs with no service interruption anticipated. The utility line relocations could take up to 2.5 months (collectively for the mainline and the laterals) and would be completed prior to and/or during project construction. The following utilities would likely require relocation:

- AT&T
- Charter Communications
- City of Norco Water
- City of Norco Sewer
- Southern California Edison
- Southern California Gas Company

This analysis assumes that some of the affected utility lines would be relocated concurrent with the construction of the project, while others would be relocated by the respective utility providers prior to commencing project construction.

Operations and Maintenance

Once completed, the project would convey the 100-year peak discharge in the project area and would require infrequent maintenance by the District. This maintenance activity occurs under existing

conditions, and would continue to occur following construction of the project. Maintenance typically occur as needed and is expected to be required no more than two times per year under normal (non-emergency) conditions. Typical District maintenance activities include weed management and sediment and debris removal.

8. *Surrounding Land Uses and Setting:*

The project site consists of an earthen trapezoidal channel as well as paved and unpaved roadways including portions of Sixth Street, Valley View Avenue, and Detroit Street. The Sixth Street portion of the project area is surrounded by commercial properties on the north and south sides of the road. These properties include: trailer sales and maintenance, animal feed stores, equipment rental, restaurants, drug store, veterinarian, cleaners, and various other commercial businesses. The remainder of the project area is primarily surrounded by low-density rural-residential properties; many with horses and other livestock; one commercial property was located in the northeast portion of the project area. The topography of the project area consists of moderately flat valley terrain and the regional drainage pattern of storm water flows is towards the southwest into Temescal Wash.

9. *Earlier Analyses Used:*

None

Impacts Adequately Addressed in Earlier Analyses:

N/A

Mitigation Measures from Earlier Analysis:

N/A

10. *Other Public Agencies Whose Approval May be Required:*

(e.g., permits, financing approval, or participation agreement.)

Federal Agencies (*not “public agencies” as defined by CEQA or required to take a CEQA action*)

U.S. Army Corps of Engineers (ACOE), Section 404 of the Clean Water Act, Individual Permit

State Agencies

California Department of Fish and Wildlife (CDFW), Section 1602, Lake and Streambed Alteration Agreement

Regional Water Quality Control Board (RWQCB), Section 401 Water Quality Certification, Construction General Permit

City/County Agencies

City of Norco, Encroachment Permits for street improvements (i.e., crossings and laterals)

County of Riverside, Western Riverside County Multiple Species Habitat Conservation Plan

Financing Approval or Participation Agreements

N/A

11. *Preparers of the Initial Study:*

Linda Archer, Dudek

Jennifer Johnson, Dudek

Jennifer Pace, Dudek

Stephanie Tang, Dudek

Dylan Duvergé, Dudek

Kris Flanigan, Riverside County Flood Control and Water Conservation District

Joan Valle, Riverside County Flood Control and Water Conservation District

Kevin Cunningham, Riverside County Flood Control and Water Conservation District

Figure 2 USGS Map

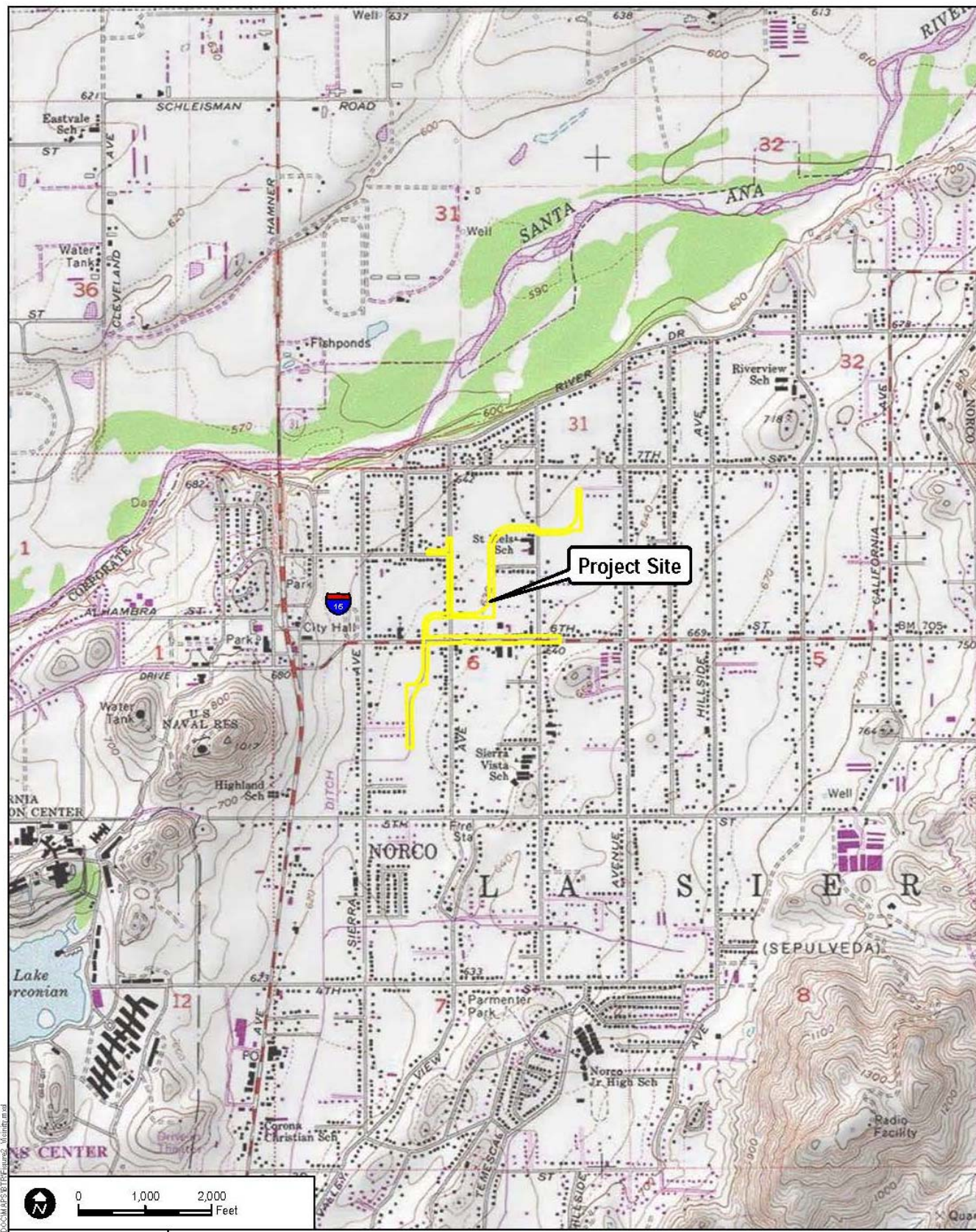


Figure 3 Project Plans

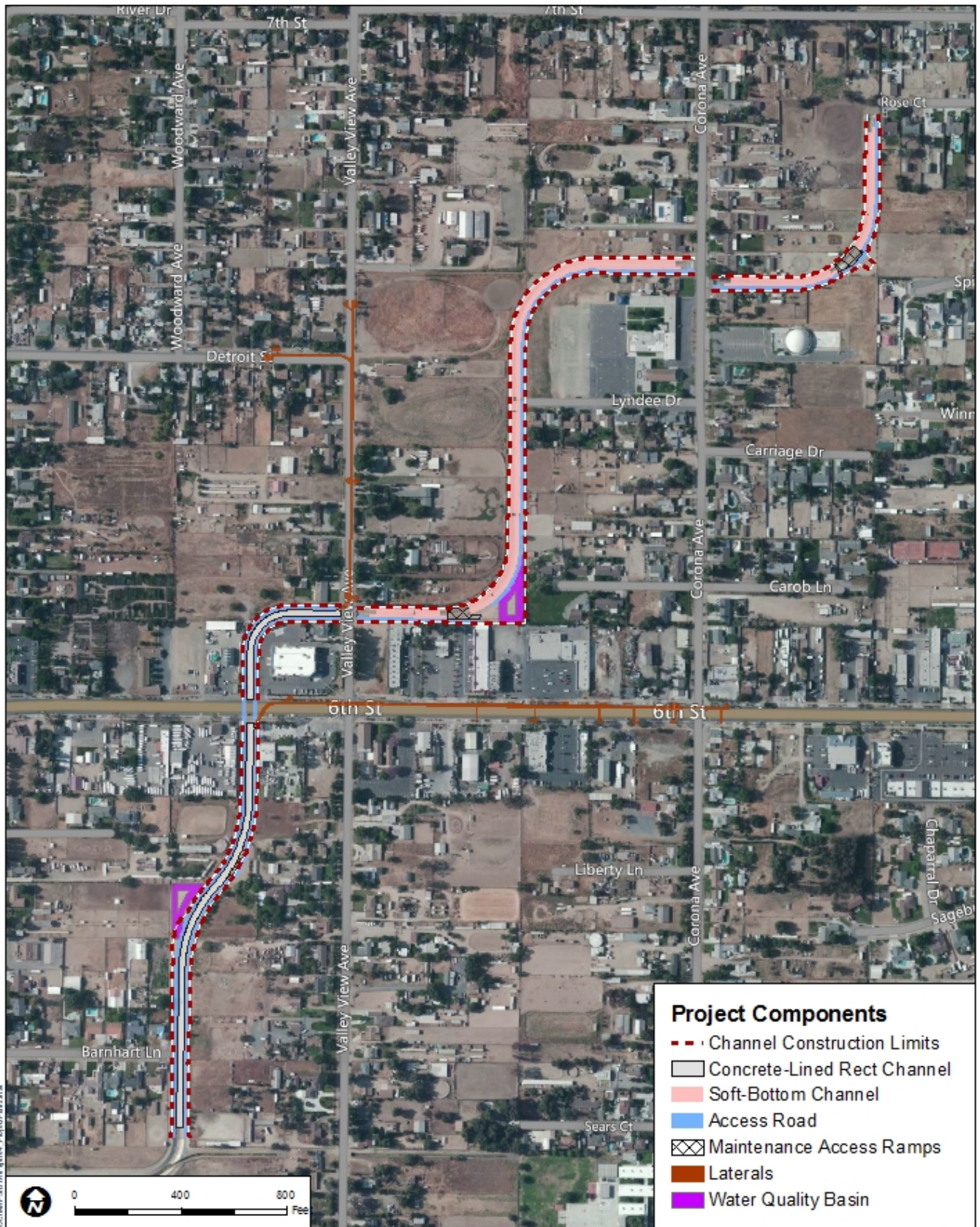


Figure 4 Concrete-Lined Rectangular Channel Segment

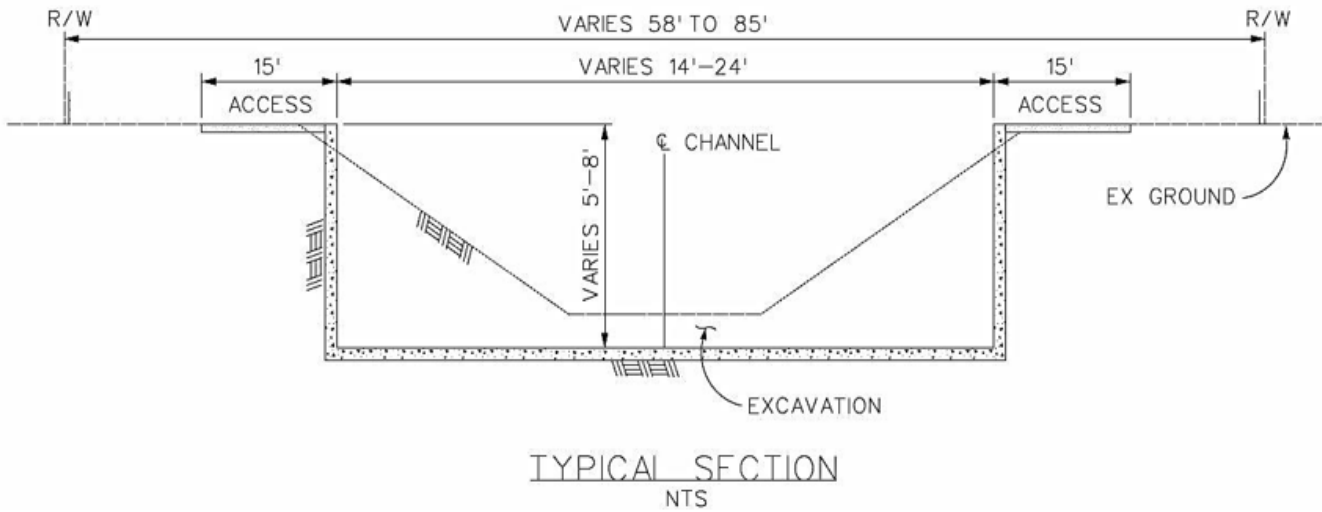


Figure 5 Concrete Revetment with Earthen-Bottom Channel Segment

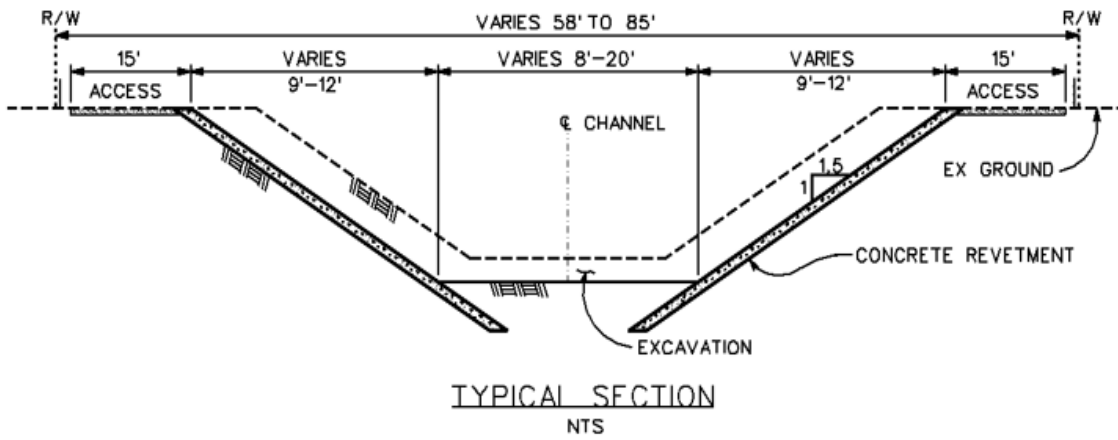


Figure 6 Site Photos

Photo 1 Downstream terminus of proposed North Norco Channel improvements



Photo 2 Upstream terminus of proposed North Norco Channel improvements



Photo 3 Typical existing channel (looking upstream of Valley View Avenue)



Photo 4 Typical Street within Project Area



LEAD AGENCY DETERMINATION

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors, as checked below, would potentially be affected by this project.

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

DETERMINATION:

On the basis of this initial evaluation:

- I find that the proposed project **COULD NOT** have a significant effect on the environment, and a **NEGATIVE DECLARATION** will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because the mitigation measures described on an attached sheet have been added to the project. A MITIGATED NEGATIVE DECLARATION will be prepared.**
- I find that the proposed project **MAY** have a significant effect on the environment, and an **ENVIRONMENTAL IMPACT REPORT** is required.
- I find that the proposed project **MAY** have a “potentially significant impact” or “potentially significant unless mitigated” 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, if the effect is a “potentially significant impact” or “potentially significant unless mitigated.” 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, there **WILL NOT** be a significant effect in this case because all potentially significant effects (a) have been analyzed adequately in an earlier EIR pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR, including revisions or mitigation measures that are imposed upon the proposed project.

Signature


WARREN D. WILLIAMS, General Manager–Chief Engineer

Date

4-16-18

MITIGATED NEGATIVE DECLARATION

Project:
North Norco Channel, Stage 11

State Clearinghouse Number:
2015041069

Lead Agency and Project Sponsor:
Riverside County Flood Control and Water Conservation District
1995 Market Street, Riverside, CA, 92501

Project Contact:
Kris Flanigan

Phone:
951.955.8581

Email:
kflaniga@rcflood.org

Project Description:

The District proposes to construct, operate and maintain the North Norco Channel, Stage 11 Project (project). The project area is currently served by an interim unlined channel that does not have 100-year flood capacity. Therefore, the project is designed to provide 100-year flood protection, allow revision of the Federal Emergency Management Agency mapping of Flood Hazard Areas, and provide safe access across road crossings at Sixth Street, Valley View Avenue and Corona Avenue. The proposed facilities consist of improvements to an above ground channel (the North Norco Channel or mainline) and installation of several underground storm drains that would feed into the main channel. The Project totals approximately 5,950 lineal feet of drainage improvements. Project features include two water quality basins that have been designed to treat local offsite runoff, access roads and ramps adjacent to and parallel to the mainline channel, a slab bridge, double reinforced concrete box culverts, and reconstruction of street crossings at Sixth Street, Valley View Avenue and Corona Avenue. The facilities would be constructed in phases; however, for the purpose of the environmental assessment, are collectively referred to as the North Norco Channel, Stage 11 Project.

Project Location:

The project is located in the city of Norco east of Interstate 15. The site is bounded to the south by Mulberry Lane, to the west by Sierra Avenue, the north by Seventh Street, and to the east by Temescal Avenue; and can be found on the USGS Corona North 7.5 series topo map at Township 3 South, Range 6 West, Section 6.

Lead Agency Finding:

The General Manager-Chief Engineer of the Riverside County Flood Control and Water Conservation District has made a finding that the proposed project will not have a significant adverse effect on the environment. Supporting documents incorporated by reference include the CEQA Initial Study (and related technical appendices) and the Mitigation Monitoring and Reporting Program. This finding will become final upon adoption of this Mitigated Negative Declaration by the Board of Supervisors of the Riverside County Flood Control and Water Conservation District.

Signature: _____

WARREN D. WILLIAMS
General Manager-Chief Engineer

Dated: _____

Board of Supervisors Action:

The Board of Supervisors of the Riverside County Flood Control and Water Conservation District, assembled in regular session on July 21, 2015, has determined that the North Norco Channel, Stage 11 Project will not have a significant adverse effect on the environment, and has adopted a Mitigation Monitoring and Reporting Program and a Mitigated Negative Declaration.

Signature: _____

KECIA HARPER-IHEM
Clerk of the Board

Dated: _____

Copies to: 1) County Clerk
 2) State Clearinghouse

EVALUATION OF ENVIRONMENTAL IMPACTS

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

Potentially
 Significant
 Unless
 Mitigation
 Incorporated
 Less than
 Significant
 Impact
 No
 Impact

I. AESTHETICS.				
<i>Would the project:</i>				
a) <i>Have a substantial adverse effect on a scenic vista?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>No Impact. Land uses immediately adjacent to the project area include commercial and residential uses as well as a private Catholic school. There are no formal scenic overlooks, vistas, or viewpoints in the immediate vicinity of the project.</p> <p>The Santa Ana River is located at a distance of approximately 0.25 mile to 0.5 mile from the project area, to the north, northwest, and northeast. The Santa Ana River has both recreational and scenic value, and is flanked by recreational paths that provide views of the river corridor and surrounding mountains, and thus may be characterized as a scenic vista. However, due to its distance from the river and the low elevation and profile of its proposed components, the project would not be visible from the river corridor or its adjacent multi-use trails. The project would neither have direct physical effects on a scenic vista point nor adversely affect views available from a scenic vista. Therefore, construction and operation and maintenance of the project would have no impact on a scenic vista.</p> <p>Source: Project Design; Google Maps; City of Norco 1989, 2007.</p>				
b) <i>Substantially damage scenic resources, including, but not limited to trees, rock outcroppings, and historic buildings within a state scenic highway?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>No Impact. There is no state scenic highway located within or in proximity to the project site. Therefore, the project would not damage scenic resources within a state scenic highway and no impact would occur.</p> <p>Source: Caltrans 2014a.</p>				
c) <i>Substantially degrade the existing visual character or quality of the site and its surroundings?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>Less Than Significant Impact. Currently, the project alignment is developed within an existing channel or road ROWs. The visual character of the project site is characteristic of typical urban storm drainage infrastructure and city streets. The project site and its surroundings would be temporarily affected by short-term construction activities including exposed surfaces, construction debris, and construction equipment. However, impacts would be short term and would cease upon project completion. The project would include standard slope stabilization and re-vegetation to minimize any long-term visual changes.</p> <p>All project components would consist of low-profile concrete structures, generally at or below the level of public streets, minimizing the degree to which the public (including motorists and pedestrians) would notice long-term visual changes. Proposed improvements would maintain the overall visual characteristic of the project site as being a drainage/flood control channel. The greatest degree of visual change—which would be a change from an earthen channel to a concrete-lined one—would be minor and unlikely to be negatively perceived given the existing character and low topographic position of the site. For these reasons, the effects of the project on the visual character and quality of the site and its surroundings would be less than significant.</p> <p>Source: Project Design; Site Photographs (see Figure 6).</p>				

	Potentially Significant	Potential Significant Impact	Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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d) Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Less Than Significant Impact. The project would not create new or additional sources of light or glare, either during construction or operation and maintenance. In addition, the project is located 56 miles from the Mount Palomar Observatory, placing the project outside the scope of the nighttime lighting ordinance (Riverside County Ordinance 655). Only under rare emergency conditions would the use of artificial lighting be anticipated; however, any impacts would be temporary and therefore considered less than significant.

Source: Project Design.

II. AGRICULTURAL & FOREST RESOURCES.

In Determining Whether Impacts To Agricultural Resources Are Significant Environmental Effects, Lead Agencies May Refer To The California Agricultural Land Evaluation And Site Assessment Model (1997) Prepared By The California Department Of Conservation As An Optional Model To Use In Assessing Impacts On Agriculture And Farmland.

Would The Project:				
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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"/>
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No Impact. The project alignment is located within areas designated as “Urban and Built-Up Land” by the California Department of Conservation (DOC) Farmland Mapping and Monitoring Program (DOC 2010). The DOC (2010) defines “Urban and Built-Up Land” as occupied structures with a building density of at least one unit to 1.5 acres, or approximately six structures to a 10-acre parcel. Since the project site is not located on any lands designated as Farmland (i.e., Prime Farmland, Unique Farmland, or Farmland of Statewide Importance), no conversion to non-agricultural use would occur.

Source: DOC 2010.

b) Conflict with existing agricultural zoning, agricultural use or land subject to a Williamson Act contract or land within a Riverside County Agricultural Preserve?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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No Impact. According to the City’s Zoning Map, the project alignment would be located in areas designated as Limited Development (LD) and within existing road ROWs. The project is a permitted use within the Limited Development (LD) zone. According to the DOC’s Williamson Act Map (2012), there are no Williamson Act contracts on the project site. Since the project is not located within an agricultural land use and the project site is not under a Williamson Act contract, no impacts to an agricultural use or Williamson Act contract would occur.

Source: City of Norco 2007; DOC 2012.

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"/>
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No Impact. See Responses II(a) and II(b). The project site and its vicinity is not located on lands designated as Farmland. Therefore, the project would not convert Farmland to non-agricultural use; no impact would occur.

Source: DOC 2011.

Potential Significant Impact Potentially Significant Unless Mitigation Incorporated Less than Significant Impact No Impact

d) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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No Impact. The project site is not located within areas zoned forest land, timberland, or timberland production. Therefore, the project would not conflict with existing zoning for, or cause rezoning of, forest land, timberland or timberland zoned timberland production; no impact would occur.

Source: City of Norco 2007.

e) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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No Impact. Forest land does not exist within the project area. Therefore, the project would not result in the loss of forest land or conversion of forest land to non-forest use; no impact would occur.

Source: City of Norco 2007.

III. AIR QUALITY AND GREENHOUSE GAS EMISSIONS.
 Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations.

Would the project:

a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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An Air Quality and Greenhouse Gas Technical Report was prepared for the project in August 2014 by Dudek and is included as an Appendix A to this Initial Study. The report addressed the project’s potential to conflict with or obstruct implementation of the applicable air quality plan and a summary of that analysis is provided in the response below. It should be noted that the construction schedule for the project has changed since the Air Quality and Greenhouse Gas Technical Report (Appendix A) was completed. However, since the land use discussed in the Air Quality and Greenhouse Gas Technical Report (Appendix A) is still the same, potential conflicts with an applicable air quality plan would remain less-than-significant.

Less Than Significant Impact. As stated in the report, projects are considered consistent with, and would not conflict with or obstruct implementation of, the applicable air quality management plan (AQMP) if the growth in socioeconomic factors is consistent with the underlying regional plans used to develop the AQMP. Based on general plans for cities and counties in the South Coast Air Basin (SCAB), demographic growth forecasts for various socioeconomic categories (e.g., population, housing, employment by industry) developed by the Southern California Association of Governments for their 2012 Regional Transportation Plan were used in the 2012 AQMP. The 2012 AQMP reduction and control measures, which are outlined to mitigate emissions, are based on existing and projected land use and development. The 2012 AQMP relies on the land use and population projections provided in Southern California Association of Governments 2012 Regional Growth Forecast, which is generally consistent with the local plans; therefore, the 2012 AQMP is generally consistent with local general plans.

The City of Norco General Plan land use designation within the North Norco Channel is Water Related (WR); the City’s General Plan land use designation within the proposed laterals is Residential Agricultural (RA). According to the City’s Zoning Map, the project alignment is located in areas designated as Limited Development (LD) and within existing road rights-of-way. The project is a use that is permitted within the Limited Development (LD) zone. Channels, laterals, and associated public infrastructure currently exist within the WR and RA land use designations and the LD zoning designation.

The project would not conflict with or propose to change existing land uses or applicable policies as designated in the City of Norco General Plan; thus, the project would not conflict with the applicable air quality plan. In addition, the project entails reduction in flood risk in the project area and includes construction, operation and maintenance of a drainage system that would provide 100-year flood protection, and would neither increase population nor would it require additional long-term employment. Based on these considerations, impacts are considered less-than-significant.

Source: Appendix A.

b) <i>Violate any air quality standard or contribute substantially to an existing or projected air quality violation?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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An Air Quality and Greenhouse Gas Technical Report was prepared for the project in August 2014 by Dudek and is included as Appendix A to this Initial Study. The report addressed the project's potential to violate air quality standards and a summary of that analysis is provided in the response below. It should be noted that the construction schedule for the project has changed since the Air Quality and Greenhouse Gas Technical Report was completed. However, as a more conservative approach, the estimated construction schedule identified in the Air Quality and Greenhouse Gas Technical Report (Appendix A) for the project would commence in 2015, which would likely result in slightly higher criteria pollutant emissions compared to analysis of the project under a 2016 construction scenario due to more stringent standards for in-use off-road equipment and heavy-duty trucks, as well as fleet turnover replacing older equipment and vehicles in later years. Additionally, due to the report concluding that a less than significant impact would occur as a result of the project, it is expected that the changes to the construction schedule would not result in significant impacts beyond what was already analyzed in the Air Quality and Greenhouse Gas Technical Report. Please see the Appendix A for a detailed discussion on the methodology.

Construction. Less Than Significant Impact. Construction of the project would result in a temporary addition of pollutants to the local airshed caused by soil disturbance, fugitive dust emissions, and combustion pollutants from on-site construction equipment, as well as from off-site trucks hauling excavated earth materials. Entrained dust results from the exposure of earth surfaces to wind from the direct disturbance and movement of soil, resulting in coarse particulate matter (PM₁₀) and fine particulate matter (PM_{2.5}) emissions. Exhaust from internal combustion engines used by construction equipment and hauling trucks (dump trucks) and vendor trucks (i.e., delivery trucks) and worker vehicles results in emissions of oxides of nitrogen (NO_x), volatile organic compounds (VOCs), carbon monoxide (CO), PM₁₀, and PM_{2.5}.

Pollutant emissions associated with construction activity were quantified using the California Emissions Estimator Model (CalEEMod), Version 2013.2.2. Default values provided by CalEEMod were used where detailed project information was not available. To account for compliance with South Coast Air Quality Management District (SCAQMD) Rule 403 in the calculations, it was assumed that the active sites would be watered at least three times daily, resulting in an approximately 61% reduction. A detailed depiction of the construction schedule—including information regarding phasing, equipment used during each phase, haul trucks, vendor trucks, and worker vehicles—is included in the Project Description. Additional information is contained in the Air Quality Technical Report, CalEEMod output (Appendix A). Table III-1, Estimated Maximum Daily Construction Emissions, presents the estimated maximum unmitigated daily construction emissions generated during construction of Phase 1 of the project, North Norco Channel, in 2015 and 2016

**Table III-1: Phase 1 – North Norco Channel
Estimated Maximum Daily Construction Emissions (pounds/day)**

	VOCs	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
2015	2.56	33.03	18.71	0.05	2.11	1.29
2016	2.39	30.34	18.10	0.05	4.80	1.89
<i>Maximum Daily Emissions</i>	<i>2.56</i>	<i>33.03</i>	<i>18.71</i>	<i>0.05</i>	<i>4.80</i>	<i>1.89</i>
<i>Emission Threshold</i>	<i>75</i>	<i>100</i>	<i>550</i>	<i>150</i>	<i>150</i>	<i>55</i>
Threshold Exceeded?	No	No	No	No	No	No

Source: Appendix A

Notes: VOCs = volatile organic compounds; NO_x = oxides of nitrogen; CO = carbon monoxide; SO_x = sulfur oxides; PM₁₀ = coarse particulate matter; PM_{2.5} = fine particulate matter.

Table III-2, Estimated Maximum Daily Construction Emissions, presents the estimated maximum unmitigated daily construction emissions generated during construction of Phase 2 of the project, Norco Line N-2, Line NC, and Lateral NC-1, in 2016 and 2017.

**Table III-2: Phase 2 – Norco Line N-2, Line NC, and Lateral NC-1
Estimated Maximum Daily Construction Emissions (pounds/day)**

	VOCs	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
2016	2.02	21.94	15.62	0.03	1.78	1.10
2017	1.89	20.20	15.24	0.03	1.58	1.00
<i>Maximum Daily Emissions</i>	<i>2.02</i>	<i>21.94</i>	<i>15.62</i>	<i>0.03</i>	<i>1.78</i>	<i>1.10</i>
<i>Emission Threshold</i>	<i>75</i>	<i>100</i>	<i>550</i>	<i>150</i>	<i>150</i>	<i>55</i>
Threshold Exceeded?	No	No	No	No	No	No

Source: Appendix A.

Notes: VOCs = volatile organic compounds; NO_x = oxides of nitrogen; CO = carbon monoxide; SO_x = sulfur oxides; PM₁₀ = coarse particulate matter; PM_{2.5} = fine particulate matter.

As shown in Tables III-1 and III-2, daily construction emissions would not exceed the SCAQMD thresholds for VOCs, NO_x, CO, sulfur oxides (SO_x), PM₁₀, or PM_{2.5}. As such, the project would result in a less-than-significant impact during construction.

Utility relocation activities are anticipated to occur immediately prior to commencement of each phase. In the event that North Norco Channel utility trenching would occur concurrent with Phase 1 construction activities, it would result in the addition of 0.41 pounds per day of VOC, 3.83 pounds per day of NO_x, 3.06 pounds per day of CO, 0.00 pounds per day of SO_x, 0.35 pounds per day of PM₁₀, and 0.27 pounds per day of PM_{2.5}. If utility trenching for the three laterals would occur concurrent with Phase 2 construction activities it would result in the addition of 0.39 pounds per day of VOC, 3.62 pounds per day of NO_x, 3.01 pounds per day of CO, 0.00 pounds per day of SO_x, 0.33 pounds per day of PM₁₀, and 0.26 pounds per day of PM_{2.5}. Accordingly, project-generated construction emissions would not exceed the SCAQMD thresholds for VOC, NO_x, CO, SO_x, PM₁₀, or PM_{2.5} even if trenching activities overlapped with other anticipated construction activities.

In addition, the project must adhere to SCAQMD Rules during construction-related activities: 401 (Visible Emissions), 403 (Fugitive Dust), and 431.2 (Sulfur Content of Liquid Fuels). These measures would assist in further reducing already less-than-significant construction impacts.

It should be noted that additional stages of construction for Line NC and NC-1 will be completed at an undetermined date in the future. Existing information available about the future stages of these laterals indicates that the total length is approximately 53 percent less than the total length to be constructed as part of Phase 2 of this project. As such, it is expected that emissions from construction of any future stages of the project will be directly proportional to the reduced length and therefore, impacts will not be significant. Furthermore, at the time any future stage of construction commences, more stringent standards of in-use off-road equipment will likely be required to be used thereby resulting in further reduced emissions. As a result, impacts are considered to be less than significant for future stages of construction as well.

Operations. No Impact. Once the drainage system is constructed, no operational activities that would generate air pollutant emissions would occur. Therefore, no impact would occur.

Maintenance. Less Than Significant Impact. Maintenance would typically occur as needed and is expected to occur no more than two times per year. Maintenance activities would typically require use of similar equipment used during construction; however to a less intensive degree than the anticipated construction activities. As such, maintenance activities are expected to result in lower daily criteria air pollutant emissions than construction activities.

In the event that repair of the channel, laterals, and associated infrastructure is required, the construction activities similar to those described above may occur on a localized portion of the drainage system, as analyzed in the project's construction emissions assessment. However, repair activity would likely result in lower emissions compared to the analyzed construction scenario because the activities would be less intensive in a more localized area.

Lastly, the project would not require additional employees to maintain the channel and laterals; therefore, no additional routine vehicular traffic or associated mobile source emissions would occur over baseline conditions.

Based on this discussion, air quality impacts associated with maintenance activities would be less than those associated with construction activities; therefore, impacts are considered to be less than significant.

Source: Appendix A.

<p>c) <i>Result in 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)?</i></p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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An Air Quality and Greenhouse Gas Technical Report was prepared for the project in August 2014 by Dudek and is included as Appendix A to this Initial Study. The report addressed the project's potential to result in a cumulatively considerable net increase of criteria pollutants and a summary of that analysis is provided in the response below. It should be noted that the construction schedule for the project has changed since the Air Quality and Greenhouse Gas Technical Report was completed. However, as a more conservative approach, the estimated construction schedule identified in the Air Quality and Greenhouse Gas Technical Report (Appendix A) for the project would commence in 2015, which would likely result in slightly higher criteria pollutant emissions compared to a remodel of the project under a 2016 construction scenario due to more stringent standards for in-use off-road equipment and heavy-duty trucks, as well as fleet turnover replacing older equipment and vehicles in later years. Additionally, due to the report concluding that a less than significant impact would occur as a result of the project, it is expected that the changes to the construction schedule would not result in significant impacts beyond what was already analyzed in the Air Quality and Greenhouse Gas Technical Report. Please see the Appendix A for a detailed discussion on the methodology

Less Than Significant Impact. The SCAB is a nonattainment area for ozone (O₃), nitrogen dioxide (NO₂), PM₁₀, and PM_{2.5}. Since the project does not conflict with any land uses, it is in conformance with the AQMP that addresses the cumulative emissions in the SCAB, and according to Tables III-1 and III-2, the construction emissions from the project would not exceed SCAQMD significance thresholds. Emissions associated with maintenance activities would be lower than those from the analyzed project construction activities; therefore, impacts would be less than significant. Accordingly, the project would not result in a cumulatively considerable increase in emissions of nonattainment pollutants, resulting in a less-than-significant impact.

Source: Appendix A.

d) *Expose sensitive receptors to substantial pollutant concentrations?*

An Air Quality and Greenhouse Gas Technical Report was prepared for the project in August 2014 by Dudek and is included as Appendix A to this Initial Study. The report addressed the project's potential to impact sensitive receptors and a summary of that analysis is provided in the response below. Please see Appendix A for a detailed discussion on the methodology.

Sensitive receptors, such as residences, are located near the project site where project activities would occur. The nearest residences to the project are approximately 10 feet from the proposed channel and lateral alignments.

Construction. Less Than Significant Impact. The SCAQMD recommends the evaluation of localized NO₂, CO, PM₁₀, and PM_{2.5} impacts as a result of construction activities to sensitive receptors in the immediate vicinity of the project site, referred to as a localized significance threshold (LST) analysis. For project sites of 5 acres or less, SCAQMD LST Methodology includes "lookup tables" that can be used to determine the maximum allowable daily emissions that would satisfy the localized significance criteria (i.e., the emissions would not cause an exceedance of the applicable concentration limits for NO₂, CO, PM₁₀, and PM_{2.5}).

Construction activities associated with the project would result in temporary sources of fugitive dust and construction vehicle emissions. As shown in Tables III-1 and III-2, which present estimated maximum daily construction emissions from construction of the North Norco Channel and three laterals, respectively, construction activities would not generate substantial emissions of toxic air contaminants, specifically diesel exhaust particulate matter, and emissions would not exceed the SCAQMD maximum daily construction thresholds.

Off-site emissions from haul trucks, vendor trucks, and worker vehicle trips are not included in the LST analysis. Because the distance to the nearest sensitive receptors (residences) is less than 25 meters and the daily disturbed acreage would be less than 1 acre, the values from the SCAQMD lookup tables for Source-Receptor Area (SRA) 22 for 1 acre and 25 meters were used to determine the applicable LSTs. The maximum allowable daily emissions that would satisfy the SCAQMD localized significance criteria for Source-Receptor Area 22 (Corona/Norco) are compared to the maximum daily on-site construction emissions rounded to the nearest whole number and presented in Tables III-3 and III-4.

**Table III-3: LST Analysis for Phase 1
North Norco Channel Construction Emissions**

Pollutant	Construction Emissions (pound/day) ^a	LST Criteria (pounds/day) ^b	Exceeds LST?
NO ₂	23	147	No
CO	11	674	No
PM ₁₀	1	4	No
PM _{2.5}	1	3	No

Source: ^a Appendix A; ^b SCAQMD 2008.
Maximum on-site emissions shown for 2015 or 2016.

**Table III-4: LST Analysis for Phase 2
Line N-2, Line NC, and Lateral NC-1 Construction Emissions**

Pollutant	Construction Emissions (pound/day)^a	LST Criteria (pounds/day)^b	Exceeds LST?
NO ₂	19	147	No
CO	11	674	No
PM ₁₀	1	4	No
PM _{2.5}	1	3	No

Source: ^a Appendix A; ^b SCAQMD 2008.
Maximum on-site emissions shown for 2016 or 2017.

As shown in Tables III-3 and III-4, construction activities would not generate emissions in excess of site-specific LSTs; therefore, site-specific construction impacts would be less than significant. In addition, diesel equipment would also be subject to the California Air Resources Board (CARB) Airborne Toxic Control Measure for in-use off-road diesel fleets, which would further minimize diesel particulate matter emissions.

Operations. No Impact. Once the drainage system is constructed, no operational activities that would generate air pollutant emissions would occur. Therefore, no impact to sensitive receptors would occur.

Maintenance. Less Than Significant Impact. As discussed in Response III(b), maintenance would typically occur as needed and is expected to occur no more than two times per year. Maintenance activities would typically require use of similar equipment used during construction; however, to a less intensive degree than the anticipated construction activities. Impacts are considered less than significant.

CO Hotspots. Traffic-congested roadways and intersections have the potential to generate localized high levels of CO. Localized areas where ambient concentrations exceed national and/or state standards for CO are termed CO “hotspots.” CO transport is extremely limited and disperses rapidly with distance from the source. Under certain extreme meteorological conditions, however, CO concentrations near a congested roadway or intersection may reach unhealthy levels, affecting sensitive receptors such as residents, schoolchildren, hospital patients, and the elderly. Typically, high CO concentrations are associated with severely congested intersections operating at an unacceptable level of service (level of service E or worse). Projects contributing to adverse traffic impacts may result in the formation of CO hotspots. Additional analysis of CO hotspot impacts would be conducted if a project would result in a significant impact or contribute to an adverse traffic impact at a signalized intersection that would potentially subject sensitive receptors to CO hotspots.

Project maintenance activities would be temporary and would not be a source of long-term mobile-source emissions. Accordingly, maintenance activities would not generate traffic that would contribute to potential adverse traffic impacts that may result in the formation of CO hotspots. In addition, because of continued improvement in vehicular emissions at a rate faster than the rate of vehicle growth and/or congestion, the potential for CO hotspots in the SCAB is steadily decreasing. Background CO levels in the area are less than 20% of the 1- and 8-hour California Ambient Air Quality Standards and would be expected to improve further due to reductions in motor vehicle emissions. Therefore, project maintenance activities are considered to result in a less than significant impact to air quality with regard to potential CO hotspots.

Source: Appendix A.

	Potentially Significant		Less than Significant Impact	No Impact
Potential Significant Impact	Unless Mitigation Incorporated			

e) <i>Create objectionable odors affecting a substantial number of people?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>An Air Quality and Greenhouse Gas Technical Report was prepared for the project in August 2014 by Dudek and is included as Appendix A to this Initial Study. The report addressed the project’s potential to create objectionable odors and the conclusion is summarized in the response below. It should be noted that the construction schedule for the project has changed since the Air Quality and Greenhouse Gas Technical Report was completed. However, since the project duration would remain relatively the same and due to the report concluding that no significant impact would occur as a result of the project, it is not expected that the changes to the construction schedule will not result in significant impacts beyond what was already analyzed in the Air Quality and Greenhouse Gas Technical Report. Please Appendix A for a detailed discussion of this topic.</p> <p>Less Than Significant Impact. Portions of the project site are located adjacent to occupied structures (e.g., residential). Construction and maintenance activities may produce odors associated with the operation of equipment producing diesel and gasoline fumes; however, the generation of any odors would be of short duration and odors would tend to dissipate quickly. No objectionable odors would occur from operation of the project. Therefore, impacts are considered less than significant.</p> <p>Source: Project Design; Appendix A.</p>				
f) <i>Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>An Air Quality and Greenhouse Gas Technical Report was prepared for the project in August 2014 by Dudek and is included as Appendix A to this Initial Study. The report addressed the project’s potential to generate greenhouse gas emissions and the analysis is summarized in the response below. It should be noted that the construction schedule for the project has changed since the Air Quality and Greenhouse Gas Technical Report was completed. However, as a more conservative approach, the estimated construction schedule identified in the Air Quality and Greenhouse Gas Technical Report (Appendix A) for the project would commence in 2015, which would likely result in slightly higher criteria pollutant emissions compared to a remodel of the project under a 2016 construction scenario due to more stringent standards for in-use off-road equipment and heavy-duty trucks, as well as fleet turnover replacing older equipment and vehicles in later years. Additionally, due to the report concluding that a less than significant impact would occur as a result of the project, it is expected that the changes to the construction schedule would not result in significant impacts beyond what was already analyzed in the Air Quality and Greenhouse Gas Technical Report. Please see Appendix A for a detailed discussion of this topic.</p> <p>Less Than Significant Impact. Neither the State of California nor the SCAQMD has adopted emission-based thresholds for greenhouse gas (GHG) emissions applicable to the project. The Governor’s Office of Planning and Research issued a technical advisory titled <i>CEQA and Climate Change: Addressing Climate Change through California Environmental Quality Act (CEQA) Review</i>, which states that “public agencies are encouraged but not required to adopt thresholds of significance for environmental impacts. Even in the absence of clearly defined thresholds for GHG emissions, the law requires that such emissions from CEQA projects must be disclosed and mitigated to the extent feasible whenever the lead agency determines that the project contributes to a significant, cumulative climate change impact” (OPR 2008). Furthermore, the advisory document indicates that “in the absence of regulatory standards for GHG emissions or other scientific data to clearly define what constitutes a ‘significant impact,’ individual lead agencies may undertake a project-by-project analysis, consistent with available guidance and current CEQA practice” (OPR 2008).</p> <p>Construction of the project would result in GHG emissions, which are primarily associated with use of off-road construction equipment, on-road hauling and vendor trucks, and worker vehicles. The SCAQMD has not proposed or adopted relevant quantitative GHG thresholds for construction-generated emissions. Nonetheless, GHG emissions generated during construction of the project are included in this assessment for disclosure purposes.</p>				

The estimated total GHG emissions during construction of both Phase 1 and Phase 2 would be approximately 184 metric tons carbon dioxide equivalent (MT CO₂E) in 2015, 251 MT CO₂E in 2016, and 117 MT CO₂E in 2017, for a total of 552 MT CO₂E during construction. As with project-generated construction air quality pollutant emissions, GHG emissions generated during construction of the project would be short term in nature, lasting only for the duration of the construction period, and would not represent a long-term source of GHG emissions. Emissions associated with maintenance activities would be significantly less than construction and none would be associated with operations. Overall, impacts are considered less than significant.

Source: OPR 2008; Appendix A.

g) <i>Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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An Air Quality and Greenhouse Gas Technical Report was prepared for the project in August 2014 by Dudek and is included as Appendix A to this Initial Study. The report addressed the projects potential to conflict with applicable plans, policies or regulations adopted for the purpose of reducing GHGs and the analysis is summarized in the response below. It should be noted that the construction schedule for the project has changed since the Air Quality and Greenhouse Gas Technical Report was completed. However, as a more conservative approach, the estimated construction schedule identified in the Air Quality and Greenhouse Gas Technical Report (Appendix A) for the project would commence in 2015, which would likely result in slightly higher criteria pollutant emissions compared to an analysis of the project under a 2016 construction scenario due to more stringent standards for in-use off-road equipment and heavy-duty trucks, as well as fleet turnover replacing older equipment and vehicles in later years. Additionally, due to the report concluding that a less than significant impact would occur as a result of the project, it is expected that the changes to the construction schedule would not result in significant impacts beyond what was already analyzed in the Air Quality and Greenhouse Gas Technical Report.

Less Than Significant Impact. The Climate Change Scoping Plan (Scoping Plan), approved by CARB on December 12, 2008 (CARB 2008), provides a framework for actions to reduce California’s GHG emissions and requires CARB and other state agencies to adopt regulations and other initiatives to reduce GHGs. As such, the Scoping Plan is not directly applicable to specific projects. Moreover, the Final Statement of Reasons for the amendments to the CEQA Guidelines reiterates the statement in the Initial Statement of Reasons that “[t]he Scoping Plan may not be appropriate for use in determining the significance of individual projects because it is conceptual at this stage and relies on the future development of regulations to implement the strategies identified in the Scoping Plan” (CNRA 2009). Under the Scoping Plan, however, there are several state regulatory measures aimed at identifying and reducing GHG emissions. CARB and other state agencies have adopted many of the measures identified in the Scoping Plan. Most of these measures focus on area source emissions (e.g., energy usage, high-global-warming-potential GHGs in consumer products) and changes to the vehicle fleet (hybrid, electric, and more fuel-efficient vehicles) and associated fuels (e.g., the Low Carbon Fuel Standard Program), among others. While state regulatory measures would ultimately reduce GHG emissions associated with the project through their effect on these sources, no statewide plan, policy, or regulation would be specifically applicable to reductions in GHG emissions from the project.

Furthermore, the District, City, local jurisdictions, and the SCAQMD have not adopted any GHG-reduction measures that would apply to the GHG emissions associated with the project. At this time, no mandatory GHG regulations or finalized agency guidelines would apply to implementation of this project, and no conflict would occur. Therefore, impacts are considered less than significant.

Source: CARB 2008; CNRA 2009; Appendix A.

IV. BIOLOGICAL RESOURCES.				
<i>Would the project:</i>				
a) <i>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?</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p>A Biological Resources Technical Report was prepared for the project in October 2014 and is included as Appendix B-1 to this Initial Study. The report addresses the project’s potential to affect special status species and the analysis is summarized in the response below. Please see the Appendix B-1 for a detailed discussion of this topic.</p> <p>Less Than Significant Impact With Mitigation. The project is located within the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) area; however, it is outside any MSHCP criteria cells and is not within any MSHCP species survey areas.</p> <p>Dudek conducted a biological reconnaissance survey at the project site on October 17, 2013, and completed a Biological Resources Technical Report and MSHCP Consistency Analysis in October 2014 (Appendix B-1). Dudek biologists concluded that the majority of the site was unvegetated, with no special-status species detected.</p> <p>No special-status plant species were identified on site during surveys and no special-status plant species have a moderate or high potential to occur. Further, the project is not within an MSHCP Narrow Endemic Plant Species Survey Area or a Criteria Area Species Survey Area; therefore, the project would not result in significant impacts to special-status plants.</p> <p>The burrowing owl (<i>Athene cunicularia</i>) is the only special-status wildlife species with a moderate or higher potential to occur at the project site. Burrowing owls are not currently present within the project site but could occupy the site in the future. Direct impacts to burrowing owl individuals would be potentially significant. However, with implementation of Mitigation Measures (MM) BIO-1 and BIO-2, potential direct impacts to burrowing owl would be less than significant.</p> <p>MM BIO-1: <i>Within 30 days prior to initiation of ground-disturbing activities, a pre-construction burrowing owl survey shall be conducted by a qualified biologist in conformance with the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) guidelines. If burrowing owls are present within the project site, impacts to burrowing owl will be avoided through implementation of burrowing owl avoidance measures as described in the MSHCP.</i></p> <p>MM BIO-2: <i>If ground-disturbing activities occur during the avian nesting season (approximately February 1 to August 15), prior to commencement of ground-disturbing activities pre-construction surveys shall be conducted by a qualified biologist within 300 feet of the proposed work area within the District’s right-of-way (ROW). If nesting birds are observed within the survey area, the qualified biologist shall establish a no-disturbance buffer within the ROW. No construction activities shall take place within the buffer until a qualified biologist has determined the nest is no longer active.</i></p> <p>Source: Appendix B-1.</p>				

	Potentially Significant	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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<p>b) <i>Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?</i></p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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A Biological Resources Technical Report was prepared for the project in October 2014 by Dudek and is included as Appendix B-1 to this Initial Study. The report addresses the project's potential to affect riparian and other sensitive natural communities and the analysis is summarized in the response below. Please see the Appendix B-1 for a detailed discussion of this topic.

Less Than Significant Impact. There are no sensitive natural communities within the project site. There is no riparian habitat or suitable habitat for riparian species listed in Section 6.1.2 of the MSHCP within the project site. However, the channel is an ephemeral feature that supports surface flows that affect habitat for covered species and therefore meets the definition of riverine habitat under the MSHCP. The primary functions and values of the riverine habitat are groundwater recharge, water quality benefits, and sediment transport. The project has been designed with an earthen bottom for approximately half of the facility to facilitate infiltration, which would provide a certain degree of treatment by settling out solids and filtering pollutants as well as providing for ground water recharge. The design also includes catch basins and water quality basins, which would serve a similar function. With regard to sediment transport and scour, the channel geometry and lining has been designed to carry flood-flows without significant scour (Appendix B-1). For these reasons, the proposed project would not result in significant impacts to the functions and values of riverine habitat.

Source: Appendix B-1.

<p>c) <i>Have a substantial adverse effect on biological resources involved within a jurisdictional water feature as defined by federal, state or local regulations (e.g., Section 404 of the Clean Water Act, Section 401 of the Clean Water Act, Section 1602 of California Fish and Game Code, Porter-Cologne Water Quality Control Act, etc.) through direct removal, filing, hydrological interruption, or other means?</i></p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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A Jurisdictional Waters Delineation Report was prepared for the project in October 2014 by Dudek and is included as Appendix B-2 to this Initial Study. The report addresses the project's potential to affect jurisdictional waters and the analysis is summarized in the response below. Please see Appendix B-2 for a detailed discussion of this topic.

Less Than Significant Impact With Mitigation. The Project would result in permanent impacts to approximately 1.06 acre of waters of the United States and temporary impacts to approximately 0.10 acre of waters of the United States. The Project would not permanently remove waters of the United States; rather, a portion of the existing waters of the United States is being converted to a concrete channel. Although this conversion is considered a permanent impact by the ACOE, there would be no loss with respect to surface flows. Additionally, the constructed earthen-bottom channel would provide 0.63 acre of waters of the United States within the Project site. The Project will require an Individual Permit from the United States Army Corps of Engineers (ACOE) pursuant to section 404 of the Clean Water Act and a Water Quality Certification from the Regional Water Quality Control Board (RWQCB) pursuant to Section 401 of the Clean Water Act.

In addition, the project would also result in permanent impacts to approximately 3.74 acres of California Department of Fish and Wildlife (CDFW) jurisdictional streambed and temporary impacts to approximately 0.64 acre of CDFW-jurisdictional streambed (of which 2.68 acres of permanent and 0.54 acre of temporary impacts are outside of waters of the United States), necessitating a Notification of a Streambed Alteration Agreement. The banks of the channel are unvegetated, engineered slopes and have limited resource value. Similar to the waters of the United States, the project would not result in a permanent loss of streambed but rather would convert the unvegetated slopes to concrete lined slopes. This would result in a reduction of functions and values for wildlife species such as small mammals and nesting birds, however, would have minimal impact to the function of the streambed. Nevertheless, these impacts would be potentially significant. However, with implementation of MM BIO-3, temporary and permanent impacts to jurisdictional features would be less than significant.

MM BIO-3: *Impacts to jurisdictional waters shall be mitigated at a minimum 1:1 ratio for net loss of on-site waters of the United States and 0.5:1 for permanent impacts to California Department of Fish and Wildlife (CDFW) jurisdictional streambed, or as specified in the associated permit agreements. Mitigation will be completed through contribution to creation, restoration, or enhancement of offsite jurisdictional waters and/or conservation easement.*

Source: Appendix B-2.

d) <i>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?</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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A Biological Resources Technical Report was prepared for the project in October 2014 by Dudek and is included as Appendix B-1 to this Initial Study. The report addresses the projects potential to affect wildlife movement and the analysis is summarized in the response below. Please see the Appendix B-1 for a detailed discussion of this topic.

Less Than Significant Impact With Mitigation. The project site is not located within an MSHCP Core or Linkage Area. Set in a largely urban setting, the site is surrounded by residential, commercial, and agricultural development. Although some adjacent areas, including open fields and agricultural areas, may allow wildlife movement in the area, the entire main channel is fenced with chain-link fencing, thereby limiting movement of medium and large wildlife through the region. Therefore, there would be no significant impacts to movement or migratory wildlife corridors. The project site provides suitable nesting habitat for nesting migratory bird species. However, implementation of MM BIO-2 potential impacts to migratory birds would be less than significant.

Source: Appendix B-1.

e) <i>Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Less Than Significant Impact. Ordinance No. 559 regulates the removal of trees in Riverside County (County of Riverside 2000). The ordinance states that no person shall remove any living native tree on any parcel or property greater than one-half acre in size, located in an area above 5,000 feet in elevation and within the unincorporated area of the County of Riverside, without first obtaining a permit to do so, unless exempted by the provisions of Section 4 of the ordinance. While some parcels that are greater than a half-acre, none of them are in an area that is above 5,000 feet in elevation, and they are all within incorporated Norco. Furthermore, the project would not result in tree removal.

The project is also subject to compliance with the MSHCP, which is a comprehensive plan that protects biological resources in western Riverside County. As illustrated with the detailed discussion of MSHCP compliance discussed below in the response to IV(f), the impacts related to local policies would be less than significant. See the response to IV(f) for more information.

Source: Project Design; County of Riverside 2000; 2003b.

	Potentially Significant Unless Mitigation Incorporated	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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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 checked="" type="checkbox"/>	<input type="checkbox"/>
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A Biological Resources Technical Report was prepared for the project in October 2014 by Dudek and is included as Appendix B-1 to this Initial Study. The report included a Multiple Species Habitat Conservation Plan (MSHCP) consistency analysis which is summarized in the response below. Please see Appendix B-1 for a detailed discussion of this topic.

Less Than Significant Impact. The project is subject to compliance with the MSHCP because the District is a Permittee to the MSHCP and the project is a Covered Activity under the MSHCP. As such, the project must be consistent with the provisions of the MSHCP. A summary of the obligations specific to implementation by the District is described in Section 13.4 of the Implementing Agreement (IA) and includes:

- Adopt and maintain resolutions as necessary to implement the requirements and to fulfill the purposes of the Permits, the MSHCP, and the IA for covered activities. Such requirements include compliance with: 1) the policies for the protection of species associated with Riparian/Riverine areas and vernal pools as set forth in Section 6.1.2 of the MSHCP; 2) the policies for the protection of narrow endemic plant species as set forth in Section 6.1.3 of the MSHCP; 3) the requirements of Section 7.3.7 of the MSHCP; 4) the urban/wildlands interface guidelines as set forth in Section 6.1.4 of the MSHCP; and 5) the BMPs and the siting and design criteria as set forth in Section 7.0 and Appendix C of the MSHCP. The requirements also include conducting surveys as set forth in Section 6.3.2 of the MSHCP.
- Contribute mitigation through payment of 3% of total capital costs for a covered activity. Such payment may be offset through acquisition of replacement habitat or creation of new habitat for the benefit of covered species, as appropriate. Such mitigation shall be implemented prior to impacts to covered species and their habitats.
- Manage land owned or leased within the MSHCP Conservation Area that has been set aside for conservation purposes pursuant to a management agreement to be executed between Riverside County Flood Control and Water Conservation District and the CDFW.
- Participate as a member of the Reserve Management Oversight Committee (RMOC).
- Carry out all other requirements of the MSHCP, the MSHCP permits, and the IA.

Project Site Location within MSHCP Area

The project site is located within the Area Plan for the Cities of Riverside and Norco, which has two Conservation Areas: a portion of Proposed Constrained Linkage 7 and a portion of Existing Core A. The project site is not within either of these areas. Furthermore, the project area is not located within a Criteria Cell under the MSHCP. Therefore, the project would not entail conservation requirements toward building out the MSHCP Reserve.

Section 6.1.2

There is no riparian habitat within the project site and the project site does not provide suitable habitat for riparian species listed in Section 6.1.2 of the MSHCP. The North Norco Channel meets the definition of riverine habitat under the MSHCP; however, the project would not result in the loss of functions and values to riverine habitat and would not affect Covered Species. Therefore, the project would be compliant with Section 6.1.2 of the MSHCP.

There are no soils associated with vernal pools within the project site and no fairy shrimp habitat is expected to occur within the channel, as it is largely dry and when flows do occur following storm events they would be flashy in nature, scouring any habitat. The ROW around the channel is compacted and would not result in ruts, ditches, or depressions associated with fairy shrimp habitat. Therefore, the project is compliant with Section 6.1.2 of the MSHCP and no conflict would occur.

Sections 6.1.3 and 6.3.2

Section 6.1.3 of the MSHCP addresses protection of Narrow Endemic Plant Species and Section 6.3.2 addresses survey needs of the MSHCP. The project site is not located within any MSHCP survey areas, including Narrow Endemic Plant Species Survey Areas, Criteria Area Species Survey Areas, or Additional Survey Needs and Procedures Areas. No additional measures are required and no conflict would occur.

Section 6.1.4

Section 6.1.4 of the MSHCP addresses indirect impacts from developments in proximity to MSHCP Conservation Areas. The project site is approximately 0.1 mile south of Criteria Cell 788 and 0.3 mile east of Criteria Cell 876 and would not be considered in proximity to the MSHCP Conservation Area per Section 6.1.4 of the MSHCP. Since no Conservation Areas are near the project site, compliance with Section 6.1.4, Urban–Wildlands Interface Guidelines, is not needed.

Section 7.3.7

Section 7.3.7 defines flood control facilities that are undertaken by a permittee within the Criteria Area as Covered Activities. Therefore, the proposed project is a Covered Activity as defined in the MSHCP and is outside of a Criteria Area and the project is consistent with Section 7.3.7 of the MSHCP.

Section 7.5.3

Section 7.5.3 of the MSHCP outlines construction guidelines when constructing facilities within the Criteria Area or within P/QP lands. The proposed project is not within a Criteria Area or within P/QP lands. The proposed project will incorporate the applicable Construction Guidelines per MSCHP Section 7.5.3 and the BMPs contained in Appendix C. As such, the proposed project will satisfy the BMP requirements of the MSHCP and is consistent with Section 7.5.3 of the MSHCP.

For the reasons discussed above, the project would not conflict with the MSHCP or any other habitat conservation plan; impacts would be less than significant.

Source: Project Design; Appendix B-1.

V. CULTURAL RESOURCES.

<i>Would the project:</i>				
a) <i>Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Cogstone, a firm specializing in Paleontology, Archaeology, Architectural History and History completed a cultural resources assessment for the project dated April 2014. Due to the sensitive nature of information concluded in the assessment, the report is not included as an Appendix to this Initial Study. The report may be available for review at the District or the report may be provided to individuals or organizations with a verifiable concern or connection to these resources (e.g., Native American Tribes, NAHC, Registered Professional Archeologists, etc.).

No Impact. The cultural resources assessment includes an archaeological and historical records search conducted at the Eastern Information Center at the University of California, Riverside for sites within a 1-mile radius of the project area. Results of the records search indicated that 14 cultural resources investigations have been completed previously within a 1-mile radius of the project area and a total of six historical resources have been documented previously within a 1-mile radius of the project area. The previous cultural resources investigations indicated no historic resources within the area of potential effect. The six historical resources were determined ineligible for listing on the National Register of Historic Places.

An intensive cultural resources survey was performed on October 29 and 30, 2013, by Cogstone. The entire project area was found to be previously disturbed and no cultural resources were observed by Cogstone. Given that project improvements would be located within existing disturbed/developed areas, specifically within the existing channel and road ROWs, and no historical resources have been identified or were observed during the time of the intensive cultural resources survey, impacts to historical resources are not expected. Therefore, there would be no impacts from implementation of the project.

Source: Cogstone 2014.

b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Cogstone, a firm specializing in Paleontology, Archaeology, Architectural History and History completed a cultural resources assessment for the project dated April 2014. Due to the sensitive nature of information concluded in the assessment, the report is not included as an Appendix to this Initial Study. The report may be available for review at the District or the report may be provided to individuals or organizations with a verifiable concern or connection to these resources (e.g., Native American Tribes, NAHC, Registered Professional Archeologists, etc.).

Less Than Significant Impact. The cultural resources assessment includes a sacred lands records search from the Native American Heritage Commission (NAHC) that was requested on October 10, 2013. The NAHC responded on October 14, 2013, stating that there are no known sacred lands within 0.5 mile of the project area. The NAHC requested that 11 Native American tribes or individuals be contacted for further information regarding the general project vicinity. Cogstone contacted the 11 Native American contacts provided by the NAHC on October 22, November 8, and November 19, 2013. The Gabrielino/Tongva Nation, Gabrielino/Tongva San Gabriel Band of Mission Indians, and the Soboba Band of Luiseño Indians responded requesting Native American monitoring.

Although these tribes requested Native American monitoring, the District has determined that it is not warranted in this case. The existing channel is man-made and in a completely developed area with very limited right-of-way. Archaeological research for this project indicates a very low probability of prehistoric resources. However, in the event that discoveries occur, the Gabrielino/Tongva respondents will be invited to consult with the District. The project is outside of the Soboba Band of Luiseño Indians reservation but falls within the Tribal Traditional Use Areas (TUA) as indicated in their correspondence with Cogstone. The NAHC was consulted regarding the Soboba letter and determined that the project area is not within the Soboba traditional territory and thus the District has no obligation to consult with the Soboba Tribe for this project. Given the previously disturbed nature of the project area and no known discovery of buried resources in the project vicinity, Cogstone's Registered Professional Archeologists determined that the project area is considered to have a low sensitivity for archaeological deposits. Since the project area is considered to have low sensitivity for archaeological resources, no Native American monitoring is deemed necessary.

Although it is unlikely there is potential for archaeological resources to be uncovered during site disturbance, in the unlikely event that resources are encountered, the District would comply with standard regulatory procedures including section 5097.5(a) of the Public Resource Code which protects archeological resources by mandating that, if encountered, the resource may not be disturbed without the consent of the public agency having jurisdiction over the land. Therefore, the potential for impact is less than significant.

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Operation and maintenance activities would not involve disturbances beyond that which would occur during construction. Therefore, impacts on archaeological resources would be less than significant.

Source: Cogstone 2014.

c) <i>Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Cogstone, a firm specializing in Paleontology, Archaeology, Architectural History and History completed a paleontological resources assessment for the project dated December 2013. The assessment is included as Appendix C to this Initial Study.

Less Than Significant Impact. The project would entail excavation ranging from 1 to 6 feet in depth along an existing channel and exaction of laterals under Sixth Street, Detroit Street, and Valley View Avenue that would range from 5 to 11 feet in depth. Pleistocene sediments throughout Riverside County, including the project study area, have produced significant fossils. Fossils discovered include those from mammoths, mastodons, ground sloths, dire wolves, short-faced bears, saber-tooth cats, horses, camels, and bison. Pleistocene fossils have been recovered from Riverside County from depths as shallow as 4 feet and are more typically collected from depths of 8 feet or greater. A paleontological records search for the project area was conducted by the San Bernardino County Museum revealed that no paleontological localities were recorded within the project study area or within a 1-mile radius of the project study area. Additionally, an intensive pedestrian survey of the project area was conducted on October 29 and 30, 2013 and no paleontological resources were observed. Although it is unlikely that paleontological resources would be discovered during project disturbance, given that Pleistocene sediments are present, paleontological resources could be encountered during construction occur within the project area. In the event that resources are encountered, the District would comply with standard regulatory procedures including section 5097.5(a) of the Public Resource Code which protects paleontological resources by mandating that, if encountered, the resource may not be disturbed without the consent of the public agency having jurisdiction over the land.

Operation and maintenance activities would not involve disturbances beyond what would occur during construction. Therefore, the potential for impact is considered to be less than significant.

Source: Appendix C.

d) <i>Disturb any human remains, including those interred outside of formal cemeteries?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Less Than Significant Impact. The project alignment is not located on or adjacent to a known formal or informal cemetery. It is unlikely that human remains are located within the project area based on the previously disturbed nature of the project footprint. The NAHC sacred lands file search did not indicate the presence of known Native American cultural resources or sacred sites in the immediate project area. Despite the absence of known resources, the potential exists for inadvertent discovery of unknown human remains during soil disturbance. In the unlikely event that human remains are encountered on the project site, no further disturbance would occur until the Riverside County Coroner has made a determination of their origin pursuant to California Health and Safety Code 7050.5 and California Public Resources Code Section 5097.98. The District must notify the Riverside County Coroner within 24 hours of the discovery. If the County Coroner determines that the remains are of Native American descent, the NAHC must be contacted within 24 hours to determine the Most Likely Descendant (MLD) for this area. Once the MLD is determined, treatment of the Native American human remains would proceed pursuant to California Public Resources Code Section 5097.98. The NAHC may become involved with decisions concerning the disposition of the remains. Therefore, the project would have a less-than-significant impact.

Source: Cogstone 2014.

Potential Significant Impact Potentially Significant Unless Mitigation Incorporated Less than Significant Impact No Impact

VI. GEOLOGY AND SOILS.				
<i>Would the project:</i>				
a) <i>Expose people or structures to potential substantial adverse effects, including the risk of loss, injury or death involving:</i>				
i) <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.</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>A Geotechnical Investigation was prepared for the project in November 2011 by Genterra Consultants. The report addressed the project's potential to expose people or structures to potential substantial adverse effects related to rupture of a known earthquake fault and the results are summarized in the responses below. A detailed discussion of this topic can be found in the Geotechnical Investigation (Genterra Consultants 2011).</p> <p>Less Than Significant Impact. According to Figure S-2 of the Riverside County General Plan, the project site is not located within or near a currently delineated State of California Alquist-Priolo Earthquake Fault. In addition, the California Geological Survey has no record that any active or potentially active faults are present in the Norco area. Construction, operation and maintenance of the project would not involve the development of structures for human occupancy and would not increase the exposure of people or habitable structures to potential substantial adverse effects involving rupture of a known fault, strong seismic ground shaking, or seismic-related ground failure. Therefore, impacts would be considered less than significant.</p> <p>Source: County of Riverside 2008; DOC 2007; Genterra Consultants 2011.</p>				
ii) <i>Strong seismic ground shaking?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>A Geotechnical Investigation was prepared for the project in November 2011 by Genterra Consultants. The report addressed the project's potential to expose people or structures to potential substantial adverse effects related to strong seismic ground shaking and the results are summarized in the responses below. A detailed discussion of this topic can be found in the Geotechnical Investigation (Genterra Consultants 2011).</p> <p>Less Than Significant Impact. Southern California is a seismically-active region; therefore, ground shaking resulting from earthquakes may occur in the project area. However, the effects of ground shaking would be reduced by proper engineering design and construction in conformance with current building codes and engineering practices. As such, the potential for loss, injury, or death as a result of the project is considered to be low and the impact would be less than significant. Also see response to VI(a)(i).</p> <p>Source: County of Riverside 2008; DOC 2007; Genterra Consultants 2011.</p>				
iii) <i>Seismic-related ground failure, including liquefaction?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>A Geotechnical Investigation was prepared for the project in November 2011 by Genterra Consultants. The report addressed the project's potential to expose people or structures to potential substantial adverse effects related to seismic-related ground failure and the results are summarized in the responses below. A detailed discussion of this topic can be found in the Geotechnical Investigation (Genterra Consultants 2011).</p> <p>Less Than Significant Impact. Although most of the City of Norco is considered to have a high potential for liquefaction, the project-specific geotechnical analysis indicated that the potential for liquefaction is considered to be very low. As such, the impact is considered less than significant. See the response to VI(a)(i) for more information in this regard.</p> <p>Source: Genterra Consultants 2011; County of Riverside 2008; DOC 2007.</p>				

Potential Significant Impact Potentially Significant Unless Mitigation Incorporated Less than Significant Impact No Impact

iv) Landslides or mudflows?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>A Geotechnical Investigation was prepared for the project in November 2011 by Genterra Consultants. The report addressed the project’s potential to expose people or structures to potential substantial adverse effects related to landslides or mudflows and the results are summarized in the responses below. A detailed discussion of this topic can be found in the Geotechnical Investigation (Genterra Consultants 2011).</p> <p>Less Than Significant Impact. According to Figure S-4 of the Riverside County General Plan, the project area is not mapped as having susceptibility to seismically induced landslides or mudflows. The project area is relatively flat terrain and the site is not located on a hillside. Therefore, construction, operation, and maintenance of the project would not create a risk of landslides or mudflows, nor would it be subject to hazards related to landslides and mudflows. All constructed slopes would be built according to engineering specifications and slope factors routinely employed by the District. For these reasons, impacts relating to landslide or mudflows would be less than significant.</p> <p>Source: Project Design; Genterra Consultants 2011.</p>				
b) Result in substantial changes in topography, unstable soil conditions from excavation, grading or fill, or soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>A Geotechnical Investigation was prepared for the project in November 2011 by Genterra Consultants. The report addressed impacts related to soil conditions and the results are summarized in the responses below. A detailed discussion of this topic can be found in the Geotechnical Investigation (Genterra Consultants 2011).</p> <p>Less Than Significant Impact. The project would not result in substantial changes in topography. Additionally, the project would ultimately reduce erosion and the loss of topsoil by providing an adequate drainage conduit to convey stormwater runoff. During construction, cleared areas would be subject to erosion but any potential adverse impacts would be reduced by preparing and implementing a project-specific stormwater pollution prevention plan (SWPPP) and complying with the applicable provisions of the National Pollutant Discharge Elimination System (NPDES) Municipal Permit for Stormwater Discharges Associated with Construction Activity (Construction General Permit).</p> <p>The geotechnical report prepared for the project indicated that existing fill soils do not appear to be uniformly well compacted, and are not considered suitable for support of the proposed project features. The geotechnical report included engineering recommendations to address this potential issue. The backfill operation would be conducted in accordance with the applicable recommendations of the geotechnical report. Therefore, potential impacts would be considered less than significant.</p> <p>Source: Genterra Consultants 2011; Project Design, Permits and Approvals.</p>				
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"/>
<p>A Geotechnical Investigation was prepared for the project in November 2011 by Genterra Consultants. The report addressed impacts related to soil conditions and the results are summarized in the responses below. A detailed discussion of this topic can be found in the Geotechnical Investigation (Genterra Consultants 2011).</p>				

	Potentially Significant	Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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Less Than Significant Impact. The project is located in an area that may be susceptible to subsidence by virtue of being on a broad groundwater basin, which may experience a minor amount of regional subsidence if off-site users of groundwater withdraw excessive amounts of water over a long period. The geotechnical report that was prepared for the project indicated the project has a low potential for liquefaction and concluded that neither of these issues are considered to be problematic for the project (Genterra Consultants 2011). Furthermore, the project will be designed and constructed in accordance with the applicable recommendations in the geotechnical report and will apply with applicable building code standards therefore, any impacts relating to onsite or offsite landslide, lateral spreading, subsidence, liquefaction or collapse are considered to be less than significant.

Source: Genterra Consultants 2011; County of Riverside 2014; Project Design.

d) <i>Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994 or most current edition), creating substantial risks to life or property?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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A Geotechnical Investigation was prepared for the project in November 2011 by Genterra Consultants. The report addressed impacts related to soil conditions and the results are summarized in the responses below. A detailed discussion of this topic can be found in the Geotechnical Investigation (Genterra Consultants 2011).

Less Than Significant Impact. The geotechnical report that was prepared for the project indicated that there are no visible expansive soils along the surface of the channel (Genterra Consultants 2011). As such, impacts relating to expansive soils would be considered less than significant.

Source: Project Design; Genterra Consultants 2011.

e) <i>Have soils incapable of adequately supporting any structures, fill or other improvements associated with the project?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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A Geotechnical Investigation was prepared for the project in November 2011 by Genterra Consultants. The report addressed impacts related to soil conditions and the results are summarized in the responses below. A detailed discussion of this topic can be found in the Geotechnical Investigation (Genterra Consultants 2011).

Less Than Significant Impact. As discussed under Response VI(d), a geotechnical report has been prepared for the project and included recommendations necessary to alleviate any adverse soil conditions present. These include standard geotechnical engineering practices such as using clean fill and/or processing soils on site (moisture conditioning and compaction) to ensure the soils' adequacy to support proposed structures. Because any on-site soils that would be detrimental to proposed improvements would be processed or replaced in accordance with geotechnical design recommendations, the impact would be considered less than significant.

Source: Project Design.

VII. HAZARDS AND HAZARDOUS MATERIALS.

<i>Would the project:</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
a) <i>Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

An Environmental Hazards Report was prepared for the project in January 2014 by Dudek and is included as Appendix D to this Initial Study. The report addressed impacts related to hazards and hazardous materials and the results are summarized in the responses below. Please see Appendix D for a detailed discussion of this topic.

Less Than Significant Impact. The project would not involve the routine use or transport of hazardous materials beyond the short-term use of small quantities of petroleum-based fuels, lubricants, and other similar materials during construction and possibly during periodic maintenance activities. The construction phase could include the transport of gasoline and diesel fuel to the project site and on-site storage for the sole purpose of fueling construction equipment. However, all transport, handling, use, and disposal of substances such as petroleum products, solvents, and paints related to construction and maintenance of the project would comply with all federal, state, and local laws regulating the management and use of hazardous materials.

Accident prevention and containment are the responsibility of the construction contractors, and the District requires construction specifications to include provisions to properly manage hazardous substances and wastes. Compliance with applicable regulations include the following:

- BMPs stipulating that proper storage of hazardous materials and vehicle fueling would be implemented during construction
- Prohibition of hazardous materials disposal or release onto the ground, the underlying groundwater, or any surface water
- Requirement for totally enclosed containment to be provided for all trash
- Removal of all construction waste, including trash and litter, garbage, other solid waste, petroleum products and other potentially hazardous materials to a waste facility permitted to treat, store, or dispose of such materials
- Preparation and implementation of a hazardous substance management, handling, storage, disposal, and emergency response plan

Therefore, impacts related to creating a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials during construction would be less than significant.

It should be noted that the operational phase of the project will require the use of pesticides/herbicides for the control of weeds and invasive species on site. Although routine in use (up to two times per year) the amount of these substances is considered to be nominal. Furthermore, the District would apply these substances pursuant to the District's Aquatic Pesticide Application Plan (APAP) dated October 2013. As a result, impacts would be less than significant.

Source: Appendix D; Riverside County Flood Control and Water Conservation District 2013.

b) <i>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?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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An Environmental Hazards Report was prepared for the project in January 2014 by Dudek and is included as Appendix D to this Initial Study. The report addressed impacts related to hazards and hazardous materials and the results are summarized in the responses below. Please see Appendix D for a detailed discussion of this topic.

Less Than Significant Impact. Since the project would comply with all federal, state, and local laws regulating the transport, management, and use of hazardous materials as well as implementing construction BMPs, impacts would be less than significant. See Response VII(a).

Source: Appendix D; Riverside County Flood Control and Water Conservation District 2013.

Potential Significant Impact Potentially Significant Unless Mitigation Incorporated Less than Significant Impact No Impact

c) <i>Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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An Environmental Hazards Report was prepared for the project in January 2014 by Dudek and is included as Appendix D to this Initial Study. The report addressed impacts related to hazards and hazardous materials and the results are summarized in the responses below. Please see Appendix D for a detailed discussion of this topic.

Less Than Significant Impact. An existing school is located within 0.25 mile of the northeastern portion of the project area. As discussed in Responses III(a), III(b), and III(d), there would be no operational sources of hazardous air pollutants, and construction-related emissions would not exceed applicable air quality thresholds. Nevertheless, construction-related emissions would be minimized by adhering to SCAQMD Rules [see Response III(a)]. The project would not include any activities or uses that would pose a potential health hazard to the local population other than accidental leakage of petroleum products during construction and maintenance activities. All transport, handling, use, and disposal of substances such as petroleum products, solvents and paints related to construction and maintenance of the project would comply with all federal, state, and local laws regulating the management and use of hazardous materials. Because construction and maintenance activities would be limited to the ROW and public streets and because compliance with applicable regulations would involve implementation of the BMPs discussed under Response VII(a), impacts would be considered less than significant.

There would be no operational impacts related to proximity to the school because the project consists of stormwater drainage infrastructure that is inaccessible to the public and would not involve storing, emitting, or otherwise transporting or handling hazardous materials.

Source: Appendix D.

d) <i>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?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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An Environmental Hazards Report was prepared for the project in January 2014 by Dudek and is included as Appendix D to this Initial Study. The report addressed impacts related to hazards and hazardous materials and the results are summarized in the responses below. Please see Appendix D for a detailed discussion of this topic.

Less Than Significant Impact. Based on the review of a radius search conducted by Environmental Data Resources (EDR), the project site is not included in the list of hazardous materials sites compiled pursuant to California Government Code Section 65962.5. There are 28 hazardous materials sites (including 3 open release sites and 4 closed release sites) that are located in the vicinity of the project. According to the Environmental Hazards Report prepared for this project (Appendix D), it is unlikely that the sites have impacted the environmental conditions at the project area. Therefore, it is not anticipated that excavation activities in the project area would encounter hazardous materials concerns. Because the project site is not on a hazardous materials site and because nearby sites are unlikely to have impacted the environmental conditions at the project site, this impact would be considered less than significant.

Source: Project Design; Appendix D.

e) <i>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?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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No Impact. The project site is not located within an airport land use plan or within 2 miles of a public airport or public use airport; therefore, no impacts would occur.

Source: County of Riverside 2003; GIS; Project Design.

	Potentially Significant Unless Mitigation Incorporated	Potentially Significant Less than Significant Impact	No Impact
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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"/>
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No Impact. The project site is not located in the vicinity of a private airstrip; therefore, no impacts would occur.

Source: Project Design.

g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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An Environmental Hazards Report was prepared for the project in January 2014 by Dudek and is included as Appendix D to this Initial Study. The report addressed impacts related to hazards and hazardous materials and the results are summarized in the responses below. Please see Appendix D for a detailed discussion of this topic.

Less Than Significant Impact. Several sections of the project alignment are proposed within current roadways, including areas within Sixth Street in the central portion, Detroit Street and Valley View Avenue in the northwest portion, and Corona Avenue in the northeast portion of the project area. The remainder of the construction activities would be in areas that are protected from public access. The City is a participating member in the Riverside County Operational Area Multi-Jurisdictional Local Hazard Mitigation Plan and Emergency Operations Plan. The plans do not identify specific evacuation routes to take in an emergency, but for the purpose of this analysis, main arterial roadways, such as Sixth Street, are considered needed for emergency response and/or evacuations.

Maintenance of vehicular access, establishment of detours as needed, and notification of local public safety agencies of planned work is standard practice for the District. As part of the project, the District must obtain encroachment permits from the City prior to beginning work within any public street ROW. The District would obtain easements, establish cooperative agreements, and prepare a traffic control plan in collaboration with the City. The traffic control plan would include detour signage, flaggers, and other measures necessary to maintain the flow of traffic around the construction work area. In addition, public safety and emergency response personnel servicing the area would be notified of the construction schedule and any potential traffic delays during activities occurring in Sixth Street and other project-related road closures.

Any disruption in traffic flows or detours would be temporary, would be coordinated with the City, and would include coordination with public safety and emergency response personnel servicing the area. Therefore, impacts would not substantially impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan and impacts would be less than significant.

Source: Appendix D; County of Riverside 2012, 2006.

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 checked="" type="checkbox"/>	<input type="checkbox"/>
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Less Than Significant Impact. According to the County of Riverside GIS information, the project site is not located within a high fire area; therefore the potential to expose people or structures to a significant risk of loss injury or death involving wildfires is considered to be low. The impact would be less than significant.

Source: County of Riverside n.d.

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VIII. HYDROLOGY AND WATER QUALITY.				
<i>Would the project:</i>				
a) <i>Violate or conflict with any adopted water quality standards or waste discharge requirements?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>Less Than Significant Impact. The potential for the project to violate water quality standards would generally be limited to the construction phase of the project, when grading, excavation, and operation of heavy construction equipment and vehicles could result in inadvertent releases of sediment, grease, fuels, lubricants, or other pollutants if improperly managed. However, the project must comply with the NPDES Construction General Permit, which requires preparation and implementation of a SWPPP. The SWPPP would identify receiving water risks (e.g., Section 303(d) impairments, beneficial uses of downstream water bodies) and potential sources of pollutants during construction, and would require implementation of feasible and appropriate BMPs, as necessary, to avoid or substantially reduce the potential for pollutant releases during construction. If groundwater dewatering is required, the de minimus permit would be required. This permit requires that the discharger take appropriate measures to ensure that discharges do not violate applicable water quality standards (i.e., water quality objectives provided in the Santa Ana Regional Water Quality Control Board (RWQCB) <i>Water Quality Control Plan for the Santa Ana River Basin (Region 8)</i>).</p> <p>In addition, the District has designed the project to be consistent with the NPDES Municipal Separate Storm Sewer System (MS4) permit issued by the Santa Ana RWQCB. The District's Local Implementation Plan describes specific urban runoff management programs and activities that are implemented to comply with the requirements of the MS4 Permit, Order No. R8-2010-0033, issued to the Riverside County Permittees in the Santa Ana Region by the Santa Ana RWQCB on January 29, 2010 (SAR MS4) (Santa Ana RWQCB 2010). Although the project would not be considered New Development/Significant Redevelopment (as it does not involve any post-construction human use or activity and has no associated pollutants of concern), consistent with the SAR MS4, the project would implement appropriate BMPs to prevent new sources of stormwater pollutants.</p> <p>These BMPs include source-control features such as drainage facility inspection and maintenance (non-structural BMPs), MS4 stenciling and signage (i.e., for inlets), and protection of slopes and channels (against erosion and/or scour). Additionally, the project design includes two water quality basins and an earthen-bottom channel, both of which maintain the ability to allow for natural treatment and infiltration. For these reasons, the project would have a less-than-significant impact with respect to violation of water quality standards and waste discharge requirements.</p> <p>Source: Permits and Approvals; Project Design; SWRCB 2010; Santa Ana RWQCB 2008, 2010.</p>				
b) <i>Result in substantial discharges of typical stormwater pollutants (e.g., sediment from construction activities, hydrocarbons, and metals from motor vehicles, nutrients and pesticides from landscape maintenance activities, metals of other pollutants from industrial operation,) or substantial changes to surface water quality including, but not limited to, temperature, dissolved oxygen, pH, or turbidity?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>Less Than Significant Impact. The project would not create new sources of stormwater pollutants and with the construction of two water quality basins even reduce the discharge of pollutants into downstream waterbodies. The direct effects of the project would be limited to changes to the channel geometry and the addition of laterals.</p>				

This effect on flows carried by the main channel would be minor and incremental, and would not ultimately reflect an increase in the overall presence of pollutants in the watershed as a whole. Under existing conditions, these same pollutants are present, but may accumulate in soil and groundwater in areas that routinely pond or flood during significant rain events. Furthermore, the project has been designed with an earthen bottom and includes water quality basins. These project features facilitate infiltration, which would provide a certain degree of treatment by settling out solids and filtering pollutants normally found in urban storm runoff.

Like all urban areas in the region, the watershed area to be added to the system through installation of laterals is likewise subject to the area-wide NPDES MS4 Permit. The District as principal permittee and the City, as a permittee, are required to implement programs intended to address water quality issues associated with urban stormwater runoff. For example, the City has several laws, prohibitions, and ordinances that prohibit pollutants and non-stormwater discharges into the stormwater drainage system and require integration of BMPs into new development and redevelopment (City of Norco Municipal Code Chapter 15.70 2014b). Furthermore, Chapter 6.45 of the City's municipal code (2014b) establishes regulations for the proper handling, temporary storage, collection, and disposal of manure. This includes BMPs for manure storage and disposal, and a requirement to participate in the City's manure collection program. Continued implementation of these programs minimizes the potential for the stormwater captured by laterals to have significant water quality effects.

As discussed under Response VIII(a), implementation of the SWPPP in accordance with the Construction General Permit would minimize the potential for construction activities to contribute to pollutants (namely, sediment) in stormwater runoff.

For the reasons above, the project would have a less-than-significant impact with respect to substantial discharges of typical stormwater pollutants.

Source: Permits and Approvals; Project Design. City of Norco 2014b.

c) <i>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)?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Less Than Significant Impact. The geotechnical investigation included soil borings which encountered groundwater at depths between 21 to 46 feet below surface. At its deepest point, the project will be 8 feet. As such, it is unlikely that excavation will require dewatering. Perched groundwater conditions may be present or develop during wetter periods at depths between 5 to 10 feet below surface. In the unlikely event that dewatering is necessary during construction, the effects would be temporary, highly localized, and limited to the perched groundwater that is not accessed by local groundwater wells (if present). Any discharge of groundwater to the land surface would require a de minimus permit from the Santa Ana RWQCB. This permit requires that the discharger take appropriate measures to ensure that discharges do not violate applicable water quality standards (including Basin Plan objectives).

The project is designed to include soft-bottoms and two water quality basins. The proposed channel would be double the width of the existing channel and would be scarified during maintenance activities as necessary. These features allow for the natural treatment and infiltration of water. As such, the impacts to groundwater supplies and recharge would be less than significant.

Source: Project Design.

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d) <i>Substantially alter the existing drainage pattern of the site or area, including through the alteration of a watercourse or wetland, in a manner which would result in substantial erosion or siltation on- or off-site?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Less Than Significant Impact. The project would not alter the general direction and destination of stormwater flows within the watershed, but it may alter the velocity and maximum volume of stormwater flow that could be carried by the mainline channel during storm events. However, these alterations in flow volumes/velocities would not occur in a manner that would result in substantial erosion or siltation on or off site because the channel geometry and lining is being designed to carry flood flows without significant scour. Furthermore, the area is relatively flat which decreases flow velocity. Because the project would convey underground flows along the laterals and would include some concrete lining within the existing unlined channel, it would also reduce the existing potential for erosion and scour. Therefore, the project would have a less-than-significant impact with respect to alteration of drainage patterns.

Source: Project Design.

e) <i>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?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Less than Significant Impact. For the same reasons discussed under Response VIII (d), drainage patterns within the project area would not be altered in a manner that would result in flooding on or off site. Therefore, impacts would be less than significant.

Source: Project Design.

f) <i>Create or contribute runoff water, which would exceed the capacity of existing or planned stormwater drainage systems?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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No Impact. The project is a flood control facility that is being designed to carry the anticipated 100-year flood flows. Once the project is completed, the capacity of the stormwater drainage system would be increased, which means that it would have beneficial effects in this regard. Therefore, there would be no adverse impact with respect to this criterion.

Source: Project Design.

g) <i>Place housing within a 100-year flood hazard area as mapped on Federal Flood Hazard boundary of Flood Insurance Rate Map or other flood hazard delineation map?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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No Impact. The project would not involve the construction of housing, and would remove the mapped 100-year floodplain from certain residential areas. Therefore, the project would have no impact in this regard and would create a benefit to some residential areas.

Source: Project Design.

h) <i>Place structures or fill within a 100-year flood hazard area, which would impede or redirect flood flows?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Less Than Significant Impact. The proposed storm drain system is being designed to convey the estimated 100-year peak flow through the project area and outlet into the Temescal Creek 100-year floodplain. Construction of the project would proceed in a manner that would not impede or redirect flood flows. Furthermore, all vehicles and equipment would be staged in areas outside the channel. Construction and operation of the project would not place structures or fill in a manner that impedes or redirects flood flows. Therefore, construction of the project would have a less-than-significant impact with regard to impeding or redirecting flood flows.

During operation and maintenance of the project, because the project is being designed to remove the 100-year flood zones in the vicinity, the volume of stormwater flow that could be carried by the mainline channel during storm events would increase. Improvements to the downstream sections of the North Norco Channel necessary to carry the 100-year flood flow have already been completed. Therefore, the increase in peak stormwater flow volume entering downstream parts of the drainage system would not translate to an increase in flooding downstream. Therefore, operation and maintenance of the project would have a less-than-significant impact with regard to impeding or redirecting flood flows.

Source: Project Design.

i) <i>Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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No Impact. The project would not expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam. The project site is not within a dam failure inundation zone (County of Riverside 2003a). In addition, there are no major levees upgradient of the project. By providing drainage improvements that increase the capacity of the North Norco Channel, the project would increase the level of flood protection for local residents. Therefore, no impact would occur.

Source: County of Riverside 2003a.

j) <i>Expose people or structures to a significant risk of loss, injury or death involving inundation by seiche, tsunami, or mudflow?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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No Impact. The project area is not subject to inundation by a seiche or tsunami due to its distance from the ocean. Furthermore, the project would not expose people or structures to increased risks from mudflows because the project area is in the middle of a valley, far from any steep slopes or landslides and generally very flat. Therefore, no impact would occur.

Source: County of Riverside 2003a.

IX. LAND USE/PLANNING.

<i>Would the project:</i>				
a) <i>Physically divide an established community?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

No Impact. The project consists of improvements to an existing channel as well as installation of new underground storm drain facilities. As part of the design, bridges and boxes will be constructed at the road crossings. Since the aboveground facilities are existing, there would be no change from baseline conditions relative to this criterion. The laterals, because they would be installed underground, could not physically divide an established community. Therefore, no impact would occur.

Source: Project Design.

b) <i>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?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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No Impact. The City's General Plan land use designation within the North Norco Channel is Water Related (WR); the City's General Plan land use designation within the proposed laterals is Residential Agricultural (RA). According to the City's Zoning Map, the project alignment is located in areas designated as Limited Development (LD) and within existing road ROWs. The project is proposed where facilities (i.e., North Norco Channel and utilities within existing ROWs) already exist; therefore, the existing land use would not change and no impact would occur.

As discussed in Response IV(f), the project would not conflict with the Western Riverside County MSHCP.				
Source: City of Norco 2007.				
X. MINERAL RESOURCES. Would the project:				
a) <i>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?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>No Impact. According to the DOC Mineral Land Classification Map of the Northern Temescal Valley Area, the project is located within Mineral Resource Zone 3a (MRZ-3a) (DOC 1991). This classification is an area that has known deposits that may qualify as a “mineral resource.” However, the project is limited to District and public street ROWs, which are not currently available for mineral resources under the existing zoning. Therefore, the project would not result in a loss or decrease in the availability of a known mineral resource and no impact would occur.</p> <p>Source: DOC 1991.</p>				
b) <i>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?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>No Impact. The project is not located within a delineated mineral resource recovery area; therefore, no impact would occur in this regard.</p> <p>Source: County of Riverside 2014.</p>				
XI. NOISE. Would the project result in:				
a) <i>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?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>Less Than Significant Impact. Currently, the only noise that occurs on site is related to routine maintenance activities. Construction activity and continued routine maintenance of project are the only project related activities with the potential generate elevated levels of noise. Once construction has been completed, maintenance activities during the operational phase of the project will be consistent in duration and level of intensity as the existing maintenance activities that occur on the interim facility.</p> <p>The County of Riverside Noise Ordinance No. 847 (2007) and the City of Norco Ordinance 979 (2014) both regulate and exempt noise from capital improvement projects of governmental agencies and maintenance or repair or public properties. Nonetheless, noise generated from the project will continue to be consistent with Chapter 15.30 of the Norco Municipal Code which restricts all construction activity to between the hours of 6:30 a.m. to 7:00 p.m. on weekdays as the District’s standard construction hours are between 7:00 a.m. and 5:00 p.m. Therefore, noise generation during both construction and routine maintenance conducted during the operational phase will be consistent with the City’s regulated hours for construction and impacts are considered to be less than significant.</p> <p>Source: City of Norco 2014, County of Riverside 2007; Project Design.</p>				
b) <i>Exposure of persons to or generation of excessive ground-borne vibration or ground-borne noise levels?</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p>Less Than Significant Impact with Mitigation. There are no operational noise sources that would include vibration. However, the project would involve the temporary and intermittent use of construction equipment for construction and maintenance activities which could cause temporary vibration. Sometimes during construction, vibrational noise may occur from equipment movement. Vibrational noise is a concern when sensitive receptors, such as homes, schools, or hospitals, are in proximity to the vibration sources.</p>				

It should be noted that many types of construction activities fall between a single event (also known as a transient source) and a continuous source. An impact pile driver, for example, continuously generates single transient events. Project related construction activities for this project are mostly considered to be continuous sources of vibration for the duration of construction within any specific segment. Potential vibration damage thresholds are summarized in Tables XI-1 and XI-2, which provides vibration thresholds for both transient sources and continuous sources.

**Table XI-1: Potential Vibration Damage
Threshold Criteria for Human Response**

Human Response	Maximum PPV (in/sec)	
	Transient Sources	Continuous/ Frequent Intermittent Sources
Barely perceptible	0.04	0.01
Distinctly perceptible	0.25	0.04
Strongly perceptible	0.90	0.10
Severe	2.0	0.4

Source: Vibration Guidance, Table 20: Guideline Vibration Annoyance Potential Criteria

Notes: PPV = peak particle velocity; in/sec = inches per second.

Transient sources create a single isolated vibration event, such as blasting or drop balls. Continuous/frequent intermittent sources include impact pile drivers, pogo-stick compactors, crack-and-seat equipment, vibratory pile drivers, and vibratory compaction equipment.

As shown in Table XI-1, continuous vibration with a PPV of approximately 0.01 inch/second is considered to be barely perceptible to humans while continuous vibration with a PPV of 0.4 inch/second is considered to be severe to humans at a distance of 25 feet.

**Table XI-2: Potential Vibration Damage
Threshold Criteria for Structures**

Structure and Condition	Maximum PPV (in/sec)	
	Transient Sources	Continuous/ Frequent Intermittent Sources
Older residential structures	0.50	0.30
New residential structures	1.00	0.50
Modern industrial/commercial buildings	2.00	0.50

Source: Vibration Guidance, Table 19: Guideline Vibration Damage Potential Threshold Criteria

Notes: PPV = peak particle velocity; in/sec = inches per second.

Transient sources create a single isolated vibration event, such as blasting or drop balls. Continuous/frequent intermittent sources include impact pile drivers, pogo-stick compactors, crack-and-seat equipment, vibratory pile drivers, and vibratory compaction equipment

Table XI-2 shows that continuous vibration with a PPV of approximately 0.30 inch/second may have the potential to cause damage to older residential structures at a distance of 25 feet away. Newer residential structures and modern industrial/ commercial buildings may potentially be damaged as a result of continuous vibration with a PPV of 0.50 inch/second at a distance of 25 feet away.

Sensitive receptors are located as close as 10 feet from the District’s ROW. Table XI-3 presents the PPV associated with the types of construction equipment anticipated to be used to construct the project.

Table XI-3: Potential Construction Induced Vibration

Construction Equipment	PPV at 10 feet (in/sec)	PPV at 25 feet (in/sec)	PPV at 50 feet (in/sec)
Vibratory roller	0.691	0.210	0.085
Large bulldozer	0.293	0.089	0.036
Loaded trucks	0.250	0.076	0.031
Small bulldozer	0.010	0.003	0.001

Source: Vibration Guidance, Table 19: Guideline Vibration Damage Potential Threshold Criteria.

Notes: PPV = peak particle velocity; in/sec = inches per sec = inches per second

Transient sources create a single isolated vibration event, such as blasting or drop balls. Continuous/frequent intermittent sources include impact pile drivers, pogo-stick compactors, crack-and-seat equipment, vibratory pile drivers, and vibratory compaction equipment

Based on the vibration thresholds presented in Table XI-1 and the vibration estimations presented in Table XI-3, vibration caused from continuous use of vibratory rollers is considered to be “severe” to humans at a distance of 10 feet. Vibration from continuous use of large bulldozers and loaded trucks is considered to be “strongly perceptible” and vibration from continuous use of small bulldozers is considered to barely perceptible to humans at 10 feet from the source.

Based on the vibration thresholds presented in Table XI-2 and the vibration estimations presented in Table XI-3, vibration caused from continuous use of vibratory rollers has potential to cause damage to structures at a distance of 10 feet however at 13 feet, vibration from continuous use of vibratory rollers is considered to be below the structural damage threshold for newer residential structures and modern industrial/commercial buildings. Older residential structures are less likely to be damaged from continuous use of vibratory rollers at a distance of 20 feet from the source. Vibration estimations from the use of all other equipment are below the structural damage threshold indicating a low potential for structural damage to buildings at a distance of 10 feet.

Although vibration is expected to be “strongly perceptible” or “severe” to humans due to the use of certain construction equipment, it is important to note that in most cases, vibration induced by typical construction equipment does not result in adverse effects on people or structures. As stated in the Caltrans vibration guidance material, informing the public about the project and the potential effects of construction activities is, in many cases, the best way to avoid adverse reactions from the public. The District’s Standard Operating Procedures include implementation of BMPs including minimizing disturbance adjacent to existing residences to the maximum extent practicable and advance notice of construction activities to adjacent residences and businesses. In addition to construction BMPs and adherence to the Districts Standard Operating Procedures, implementation of Mitigation Measure MM Noise-1 will further reduce potential impacts to less than significant.

With the exception of routine maintenance, there are no operational noise sources that would include vibration. Maintenance activities would be infrequent and would usually involve a utility vehicle operated by District staff; thus, much less equipment than the initial construction of the project. Operational impacts are not expected to be significant.

MM NOISE-1: *In order to protect structures from vibration impacts, use of vibratory rollers by construction contractors shall be prohibited when working in areas that are within 20 feet of residential structures or when working in areas that are within 13 feet of modern industrial /commercial buildings unless otherwise approved by the District Engineer.*

Source: Caltrans 2013.

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c) <i>A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Less Than Significant Impact. The operation of the project would not result in a permanent substantial ambient noise increase. The mainline channel and laterals would not generate noise, and construction of the project and periodic maintenance activities would only involve noise that is temporary in nature. Therefore, impacts would be less than significant.

Source: Project Design.

d) <i>A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Less Than Significant Impact. The project would involve the temporary intermittent use of construction equipment for various construction and maintenance activities over the life of the project. Construction equipment may result in temporary increases above existing noise levels. The type and frequency of maintenance activities, as described in the project description, would be consistent with the existing conditions, and thus the potential impact would generally be limited to the construction phase of the project. Construction equipment noise generally ranges from 70 to 95 A-weighted decibels (dBA) at 50 feet from the source. At about 500 feet from the source, intermittent levels from the loudest construction equipment would be about 75 dBA. Residential areas are located adjacent to the project site and could be temporarily affected by increased noise levels during construction.

Some residences along the ROW are as close as 10 feet from the edge of proposed construction activities, with little to no sound barrier. However, the construction activities generating such noise levels would be limited to the weekdays and daytime hours, would be temporary in nature, and would occur sequentially in different locations along the channel/laterals as construction activities proceed. Noise levels would not occur during the evening or overnight hours.

As a standard operating procedure, the District limits the construction to 7:00 a.m. to 5:00 p.m., Monday through Friday, except under special circumstances approved by the District's General Manager—Chief Engineer. This timeframe falls within the City of Norco's established hours of construction of 6:30 a.m. to 7:00 p.m. District noticing procedures also include notification that construction will be occurring and will involve the operation of heavy construction equipment in close proximity to each resident adjacent to construction sites. This notice includes the expected work schedule and the District's contact information. In the event that the District receives noise complaints, the District notifies the contractor and incorporates any feasible and practical techniques to minimize the noise impacts on adjacent residences. This impact is considered to be less than significant.

Source: Project Design; County of Riverside 2003.

e) <i>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?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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No Impact. The project site is not located within an airport land use plan or within 2 miles of a public airport or public use airport; therefore, impacts would not occur in this regard.

Source: County of Riverside 2003; GIS; Project Design.

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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"/>
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No Impact. The project site is not located within the vicinity of a private airstrip; therefore no impacts would occur.

Source: Project Design.

XII. POPULATION AND HOUSING. Would the project:

a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure) resulting in substantial adverse physical impacts or conflicts with the adopted general plan, specific plan, or other applicable land use or regional plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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No Impact. The project would not directly induce population growth as there is no housing component. Although the project is an infrastructure improvement project, it would not indirectly increase population substantially because the area is mostly built out. Therefore, no impact would occur.

Source: Project Design.

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"/>
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No Impact. The project would not displace any existing housing. Therefore, no impact would occur.

Source: Project Design.

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"/>
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No Impact. The project would not displace people so it would not necessitate the construction of replacement housing elsewhere. Therefore, no impact would occur.

Source: Project Design.

XIII. PUBLIC SERVICES

a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the following public services:				
Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

No Impact. Regarding fire protection, the project would not physically impact public service facilities, require additional public services, nor would it affect the ability of existing public services to maintain acceptable service ratios, response times, or other performance objectives. The project, which includes improvements to an existing stormwater drainage channel and installation of underground stormwater drainage laterals, would not increase the amount of structures needing service, nor would it directly or indirectly induce population growth [see Response XII(a)] that would require coverage by public services. Therefore, no impact would occur.

Source: Project Design.

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<i>Police protection?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
No Impact. For the same reasons discussed in Response XIII(a), no impact would occur with regard to police protection. Source: Project Design.				
<i>Schools?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
No Impact. For the same reasons discussed in Response XIII(a), no impact would occur with regard to schools. Source: Project Design.				
<i>Parks?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
No Impact. For the same reasons discussed in Response XIII(a), no impact would occur with regard to parks. Source: Project Design.				
<i>Other public facilities?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Less Than Significant Impact. Public roads and flood control facilities are the only public facilities that would be impacted by the project. Once completed, the roads would be restored to pre-project conditions and the improved channel and new laterals would reduce the potential for flood damage to public roads and the need for future flood control facilities in the vicinity of the project. Therefore, the need to maintain and repair said public facilities due to flood-related damage would be reduced by implementation of the project. Removing developed areas and roads from the 100-year floodplain would improve emergency access that would otherwise be blocked by floodwaters in the event of a 100-year storm. Otherwise, operation and maintenance activities for proposed facilities would continue to occur as in the past for the same facilities. Impacts would be less than significant. Other public facilities would not be impacted by the project. Source: Project Design.				
XIV. RECREATION				
<i>a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
No Impact. The project does not include new homes or businesses that would increase the use of existing parks or recreational facilities. In addition, no parks or recreational facilities would be physically affected by construction, as all activities would occur within District or public road ROWs. Therefore, no impacts are anticipated. Source: Project Design.				
<i>b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
No Impact. The proposed does not include recreational facilities nor would it require the construction or expansion of recreational facilities. Therefore, no impact would occur. Source: Project Design.				

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XV. TRANSPORTATION AND TRAFFIC. Would the project:				
<p>a) <i>Conflict with an adopted plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?</i></p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>Less Than Significant Impact. The adopted Congestion Management Plan includes a Transportation Demand Management (TDM) element which consists of programs and strategies that are intended to reduce and reshape use of the transportation systems. By promoting alternative modes of transportation, increasing vehicle occupancy, maximizing the efficient use of parking, reducing travel distances, and easing peak-hour congestion, these strategies and programs help to increase the efficiency and effectiveness of the transportation system.</p> <p>Examples of TDM programs include rideshare, bus rapid transit, and the development of a system of pedestrian and bike paths. The TDM also includes the Western Riverside County Non-Motorized Transportation Plan, which provides a regional network of bicycle and pedestrian facilities.</p> <p>While the TDM does not provide a specific measure of effectiveness for the performance of the circulation system that takes into account various alternative modes of transportation, disruption of TDM programs may conflict with the TDM goal of increasing the effectiveness of the transportation system.</p> <p>The project would be constructed within the District’s ROW and existing roads. Any traffic impacts would be limited to the construction period. Temporary street and lane closures during construction would be coordinated with the City to ensure that adverse impacts to traffic flow are less than significant. Construction workers and other construction-related vehicles traveling to the project site may result in a minor increase in traffic volume in the vicinity of the project during the construction period. There would be at most 20 construction workers on site daily. This number of additional commuters on the road would be minor, and therefore this amount of increased traffic would not substantially change existing levels of traffic.</p> <p>Operation and maintenance activities would generally continue to occur in a manner consistent with existing practice, with only minor differences as described in the project description. Furthermore, the project would not involve increases in population or changes in land-use patterns.</p> <p>Therefore, for the reasons discussed above, the short-term impact with respect to increases in traffic would be less than significant, and there would be no long-term impact.</p> <p>Source: Project Design.</p>				
<p>b) <i>Conflict with an adopted congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the appropriate congestion management agency for designated roads or highways?</i></p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>Less Than Significant Impact. See Response XV(a). Although the project would result in temporary increases in short-term construction-related traffic and limited maintenance-related traffic, it would not create a significant impact on traffic volumes or change traffic patterns in such a way as to affect the level of service or vehicle-to-congestion ratios on local roadways. Therefore, impacts would be less than significant.</p> <p>Source: Project Design.</p>				

Potential Significant Impact Potentially Significant Unless Mitigation Incorporated Less than Significant Impact No Impact

c) <i>Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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No Impact. The project does not propose changes to existing road design, nor would maintenance vehicle use of existing roadways after construction be an incompatible use. Street improvements associated with laterals would be limited to installation of gutters for the underground storm drains and would be in compliance with City engineering standards for street, gutter, sidewalk, and curb improvements. Therefore, no impact would occur.

Source: Project Design.

d) <i>Would the project result in inadequate emergency access?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Less Than Significant Impact. See Response VII(g). A traffic control plan would be prepared as part of obtaining encroachment permits from the City for work within public street ROWs, including Sixth Street, which is a major arterial roadway in the City. The District would coordinate with City's Public Works Department, who would review and approve the traffic control plan. The traffic control plan would ensure that temporary construction activities would not conflict with emergency access, and that adequate detours are planned if needed. Therefore, impacts would be less than significant.

Source: Project Design.

e) <i>Would the project result in inadequate parking capacity?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Less Than Significant Impact. The project is expected to provide sufficient temporary parking areas for construction workers and equipment. The project would not create long-term trip generation requiring parking. Infrequent maintenance traffic would be compatible with the road use in its post-project condition. Furthermore, maintenance vehicles would typically park on the District's designated access roads, within the District's right-of-way. Therefore, impacts would be less than significant.

Source: Project Design.

f) <i>Conflict with adopted policies, plans, or programs regarding public transit, bicycle, pedestrian facilities, or other alternate transportation or otherwise decrease the performance or safety of such facilities?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Less Than Significant Impact. See Response XVa. Although the project would result in temporary encroachments onto public roadways, as discussed above, it would not conflict with plans and policies related to public pedestrian and transit facilities because the work would require encroachment permits from the City and preparation of a traffic control plan as needed to ensure safe passage of vehicles and continuity of public transit. Therefore, impacts would be less than significant.

XVI. UTILITIES AND SERVICE SYSTEMS.

Would the project:

a) <i>Impact the following facilities requiring or resulting in the construction of new facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?</i>				
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<i>Electricity?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Less Than Significant Impact. Implementation of the project would not require additional or expanded electrical facilities; however, utility relocations are expected during construction. The District does not expect that any utility service interruption will be required, but if so it would be very short-term. Therefore, impacts are considered to be less than significant.

Source: Project Design.

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<i>Natural gas?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>Less Than Significant Impact. Implementation of the project would not require additional or expanded natural gas facilities; however, utility relocations are expected during construction. The District does not expect that any utility service interruption will be required, but if so it would be very short-term. Therefore, impacts are considered to be less than significant.</p> <p>Source: Project Design.</p>				
<i>Communication system?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>Less Than Significant Impact. Implementation of the project would not require additional or expanded communication systems; however, utility relocations are expected during construction. The District does not expect that any utility service interruption will be required, but if so it would be very short-term. Therefore, impacts are considered to be less than significant.</p> <p>Source: Project Design.</p>				
<i>Street lighting?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>Less Than Significant Impact. Implementation of the project would not require additional or expanded street lighting; therefore, impacts are considered to be less than significant.</p> <p>Source: Project Design.</p>				
<i>Public facilities, including roads and bridges?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>Less Than Significant Impact. Implementation of the project would not require additional or expanded public facilities; therefore, impacts are considered to be less than significant.</p> <p>Source: Project Design.</p>				
b) <i>Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>No Impact. The project itself is a new stormwater facility that once completed, will result in expanded capacity to address existing stormwater infrastructure issues, thus resulting in a beneficial impact to the community in which it serves. As a result, the project is considered to have no adverse impact.</p>				
c) <i>Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>Less Than Significant Impact. The project would not require the long-term use of water supplies. The project would require only the temporary use of water during construction to provide for dust control. The construction contractor would purchase water for this purpose from a permitted source, or obtain authorization from the City's Water Maintenance Division to use City water. Required water would vary according to weather conditions and specific construction activity, but it is not expected that more than one water truck would be needed at any one time. Water trucks can vary in size but typically carry between 2,000 and 4,000 gallons. This would be a temporary water need limited to the duration of construction and is a negligible fraction of the volume of water typically managed by water departments. No new or expanded entitlements would be needed to serve the project, and the project would not require new or expanded water supplies. Therefore, impacts would be less than significant.</p> <p>Source: Project Design.</p>				

Potential Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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d) <i>Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Less Than Significant Impact. The project would not generate wastewater or require wastewater treatment services. No new wastewater facilities would be required as a result of the project; however, sewer pipelines may require relocation during construction. In the event that sewer pipelines require relocation, no service interruption to existing residences and businesses is expected, but if so it would be very short-term. Therefore, impacts are considered to be less than significant.

Source: Project Design.

e) <i>Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Less Than Significant Impact. The project would generate a limited amount of solid waste, including construction and demolition waste (C&D), during construction. Construction waste would be limited to trash generated by construction crews plus minimal debris created during the clearing phase. In addition, subsequent maintenance activities may involve occasional trash and debris removal from the project site. However, the limited amount of solid waste generated during construction and subsequent maintenance of the project would not be substantial or interfere with the capacity of nearby existing solid waste disposal facilities. There are several nearby facilities that have capacity and are permitted to accept solid waste and C&D, including All American Asphalt Inert Fill Operation, located approximately 4 miles south of the project area, which is permitted to accept C&D materials. Other facilities within 20 miles of the project site include Badlands Sanitary Landfill (solid waste), Philadelphia Recycling Mine (C&D disposal), and the City of Riverside Granite Pit Mine (C&D disposal).

Source: Project Design; CalRecycle 2014.

f) <i>Comply with federal, state, and local statutes and regulations related to solid waste?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Less Than Significant Impact. The project would not generate large quantities of solid waste in the long term. The disposal of construction waste would comply with all federal, state, and local statutes and regulations regarding solid waste; therefore, impacts would be less than significant.

Source: Project Design.

XVII. MANDATORY FINDINGS OF SIGNIFICANCE.

a) <i>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?</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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Less Than Significant Impact With Mitigation. As indicated in this Initial Study, potential impacts to the environment, wildlife species, plant or animal communities, and cultural resources as a result of the project would not occur, would be less than significant, or would be mitigated below a level of significance.

	Potentially Significant Unless Mitigation Incorporated	Potentially Significant	Less than Significant Impact	No Impact
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<p>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.)</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Less Than Significant Impact. As discussed in this document, potential adverse impacts are temporary and would cease upon completion of construction. The only impact areas requiring mitigation is that to biological resources and noise, but these impacts can be mitigated to a level of less than significant.

Downstream improvements (North Norco Stage 10) are either complete or close to completion, and the North Norco Channel would not have future construction activities/stages beyond the current stage being proposed as part of this project.

The City, Caltrans, and the County of Riverside Transportation & Land Management Agency were contacted to identify any additional projects that are close to the project site or that would have overlapping construction schedules. According to their responses, no projects are planned that would overlap geographically or temporally or that would otherwise have compounding environmental effects.

Future projects associated with system-wide drainage and flood-control improvements include:

- North Norco Line NA-1 Stage 2 and NA-1A on Crestview Avenue between Sixth Street and Mount Rushmore Drive
- South Norco Line S-1, roughly between Second Street, Third Street, Corona Avenue, and Hillside Avenue

For the project to contribute to cumulative impacts, its effects would have to overlap geographically and/or temporally (depending on the resource issue) with the effects of other projects in the cumulative scenario. Although the planned District projects listed above would produce effects of a similar nature, like the proposed project, most would be temporary, lasting only during the project construction phase. Because the proposed project would precede the project listed above, the project would not contribute to cumulative effects associated with temporary impacts related to construction.

Permanent impacts (all less than significant) of the project discussed in this initial study include changes to the visual setting, minor loss of jurisdictional waters, potential to biological resources (namely avian), and minor impacts to hydrology and water quality. As discussed above, these would be avoided or reduced to negligible levels through application of Mitigation Measure BIO-1 and BIO-2, and conformance with the following laws and regulations: 1) Individual Permit from the United States ACOE pursuant to section 404 of the Clean Water Act, 2) a Water Quality Certification from the RWQCB pursuant to Section 401 of the Clean Water Act, 3) a Notification of a Streambed Alteration Agreement to the CDFW, 4) conformance with MSHCP guidelines, and 5) the Santa Ana Regional Water Quality Control Board (RWQCB) *Water Quality Control Plan for the Santa Ana River Basin (Region 8)*. The only other permanent impact not addressed by these statutes (aesthetics) is so minor as to be inconsequential in the broader visual context of the region. The projects contribution to any cumulatively significant impact associated with aesthetics, biological resources, hydrology and water quality would be less than cumulatively considerable. .

Source: Caltrans 2014b; City of Norco 2014; District

<p>c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Less Than Significant Impact. As discussed previously in this document, the construction of the project would temporarily increase noise levels to those persons who reside near the project alignment. With adherence to standard regulatory procedures as described in Response XI(d), any potential noise impacts would be considered less than significant. There are no other potential adverse impacts to human beings are described throughout this environmental analysis. Therefore, the impact would be considered less than significant.

COMMENTS ON THE INITIAL STUDY

The District received two comment letters on the draft IS/MND. The first letter was from the Santa Ana Regional Water Quality Control Board (Regional Board), and the second was from the Soboba Band of Luiseño Indians. The Soboba letter was submitted after the comment period ended, nonetheless, the District included the comments and responded accordingly.

The District also received a letter from the State Office of Planning and Research (State Clearinghouse) which acknowledges that the District has complied with the State Clearinghouse requirements for draft environmental review pursuant to CEQA.

These letters, including responses to the Regional Board and the Soboba Band of Luiseño Indians, are provided on the following pages. The comments do not change the analyses nor the mitigation measures as proposed in the draft IS/MND, and the District has determined that a Mitigated Negative Declaration is the appropriate CEQA document for the project.

FINAL

**COMMENT LETTER FROM THE SANTA ANA REGIONAL WATER QUALITY
CONTROL BOARD AND RESPONSE TO COMMENTS**

Flanigan, Kris

From: Flanigan, Kris
Sent: Monday, June 01, 2015 11:26 AM
To: 'Robertson, Glenn@Waterboards'
Cc: Valle, Joan
Subject: RE: Mitigated Negative Declaration for North Norco Channel, Stage 11 Project

Mr, Robertson,

Thank you for submitting comments on the Draft Initial Study for the North Norco Channel Stage 11 project. The District is working on refining the proposed measures to mitigate for potential impacts to jurisdictional waters. Permit applications are forthcoming.
Also note that we understand that correct MS4 permit Order Number is R8-2010-0033.

Thanks
Kris Flanigan

From: Robertson, Glenn@Waterboards [<mailto:Glenn.Robertson@waterboards.ca.gov>]
Sent: Monday, May 18, 2015 8:04 PM
To: Flanigan, Kris
Cc: Brown, Marc@Waterboards; Bill, Jason@Waterboards; Brandt, Jeff@Wildlife
Subject: Mitigated Negative Declaration for North Norco Channel, Stage 11 Project

To Kris Flanigan, Riverside County Flood Control & Water Conservation District:

Regional Board staff request that you please accept this email comment before the May 20, 2015 CEQA deadline for the above-referenced MND. We effectively agree with the MND assessment (text and photos) regarding the armoring of most of a poorly vegetated channel between Rose Court and Barnhart Lane in Norco; mitigation is warranted because the continuous channel's waters supply beneficial uses downstream of the project.

We understand that the North Norco Channel, Stage 11 Project would impact 1.06 ac. permanently, and 0.100ac. temporarily, of non-wetland waters of the U.S. (MND p.28). The Jurisdictional Delineation (JD,included) does state 1.11 ac of U.S. waters; if this is a discrepancy, it can be resolved through the Clean Water Act Section 404/401 application process. Also, 0.010 ac of Recently Developed Wetland were delineated (100 sq.ft located downstream of an inlet east of Valley View Ave, JD p.26).

MND p.58, mitigation table, states in MM BIO-3 that the above waters of the U.S. would be mitigated offsite "at a minimum 1:1 ratio," "through contribution to creation, restoration, or enhancement of offsite jurisdictional waters and/or conservation easement." Board staff accepts this. Please detail the exact intended offsite mitigation measures in the application for the 401 Certification, including for the wetland.

An additional 3.11 ac of unvegetated banks may also be considered CDFW jurisdictional streambed (to be mitigated at a 0.5:1 ratio). Regarding this area, the California Department of Fish and Wildlife staff may have their reaction or response separate from this email. Given proposed Regional Board permitting action for this particular case through the 404/401 process, Board staff do not seek official overlap of any mitigation conducted for the CDFW for this 3.11 ac. If any prior agreement about this has been reached with Board staff, however, then this email will not supersede that agreement.

Typo- The Regional Board's MS4 Permit is Order No. R8-2010-0033, but the MND p.40 text left off the last "3" .

Thank you for your consideration of the above comments.

Glenn S. Robertson
Engineering Geologist, M.S., PG
Regional Planning Programs Section, CEQA Coordinator
Santa Ana Regional Water Quality Control Board
3737 Main Street, Suite 500
Riverside, CA 92501
Phone: 951-782-3259
Fax: 951-781-6288
Email: Glenn.Robertson@waterboards.ca.gov

COMMENT LETTER FROM THE SOBOBA BAND OF LUISEÑO INDIANS
AND RESPONSE TO COMMENTS

Soboba Cultural Resources Department
Soboba Band of Luiseno Indians
P.O. Box 487
San Jacinto, CA 92581

SAN BERNARDINO
CA 924
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Kris Fianigan
Riverside County Flood Control & Water Conservation District
1995 Market Street
Riverside, CA 92501

92501171995



June 15, 2015

Attn: kris Flanigan
Riverside County Flood Control & Water Conservation District
1995 Market Street
Riverside, CA 92501



Re: Notice of intent to adopt a mitigated negative declaration for the North Norco Channel, Stage 11 Project

The Soboba Band of Luiseño Indians appreciates your observance of Tribal Cultural Resources and their preservation in your project. The information provided to us on said project has been assessed through our Cultural Resource Department, where it was concluded that although it is outside the existing reservation, the project area does fall within the bounds of our Tribal Traditional Use Areas. This project location is in close proximity to known village sites and is a shared use area that was used in ongoing trade between the Luiseno and Cahuilla tribes. Therefore it is regarded as highly sensitive to the people of Soboba.

Soboba Band of Luiseño Indians is requesting the following:

1. To initiate a consultation with the Project Developer and Land owner.
2. The transfer of information to the Soboba Band of Luiseno Indians regarding the progress of this project should be done as soon as new developments occur.
3. Soboba Band of Luiseño Indians continues to act as a consulting tribal entity for this project.
4. Working in and around traditional use areas intensifies the possibility of encountering cultural resources during the construction/excavation phase. For this reason the Soboba Band of Luiseño Indians requests that a Native American monitoring component be included as a mitigation measure for the negative declaration. The Tribe is requesting that a Treatment and Dispositions Agreement between the developer and The Soboba Band be provided to the Riverside County Flood Control and Water Conservation District prior to the issuance of a grading permit and before conducting any additional archaeological fieldwork.
5. Request that proper procedures be taken and requests of the tribe be honored (Please see the attachment)

The Soboba Band of Luiseno Indians is requesting a face-to-face meeting between the Riverside County Flood Control and Water Conservation District and the Soboba Cultural Resource Department. Please contact me at your earliest convenience either by email or phone in order to make arrangements.

Sincerely,

A handwritten signature in dark ink, appearing to read "Joseph Ontiveros", is written over a horizontal line.

Joseph Ontiveros
Director of Cultural Resources
Soboba Band of Luiseño Indians
P.O. Box 487
San Jacinto, CA 92581
Phone (951) 654-5544 ext. 4137
Cell (951) 663-5279
jontiveros@soboba-nsn.gov

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RIVERSIDE COUNTY FLOOD CONTROL
AND WATER CONSERVATION DISTRICT

Cultural Items (Artifacts). Ceremonial items and items of cultural patrimony reflect traditional religious beliefs and practices of the Soboba Band. The Developer should agree to return all Native American ceremonial items and items of cultural patrimony that may be found on the project site to the Soboba Band for appropriate treatment. In addition, the Soboba Band requests the return of all other cultural items (artifacts) that are recovered during the course of archaeological investigations. When appropriate and agreed upon in advance, the Developer's archeologist may conduct analyses of certain artifact classes if required by CEQA, Section 106 of NHPA, the mitigation measures or conditions of approval for the Project. This may include but is not limited or restricted to include shell, bone, ceramic, stone or other artifacts.

The Developer should waive any and all claims to ownership of Native American ceremonial and cultural artifacts that may be found on the Project site. Upon completion of authorized and mandatory archeological analysis, the Developer should return said artifacts to the Soboba Band within a reasonable time period agreed to by the Parties and not to exceed (30) days from the initial recovery of the items.

Treatment and Disposition of Remains.

A. The Soboba Band shall be allowed, under California Public Resources Code § 5097.98 (a), to (1) inspect the site of the discovery and (2) make determinations as to how the human remains and grave goods shall be treated and disposed of with appropriate dignity.

B. The Soboba Band, as MLD, shall complete its inspection within twenty-four (24) hours of receiving notification from either the Developer or the NAHC, as required by California Public Resources Code § 5097.98 (a). The Parties agree to discuss in good faith what constitutes "appropriate dignity" as that term is used in the applicable statutes.

C. Reburial of human remains shall be accomplished in compliance with the California Public Resources Code § 5097.98 (a) and (b). The Soboba Band, as the MLD in consultation with the Developer, shall make the final discretionary determination regarding the appropriate disposition and treatment of human remains.

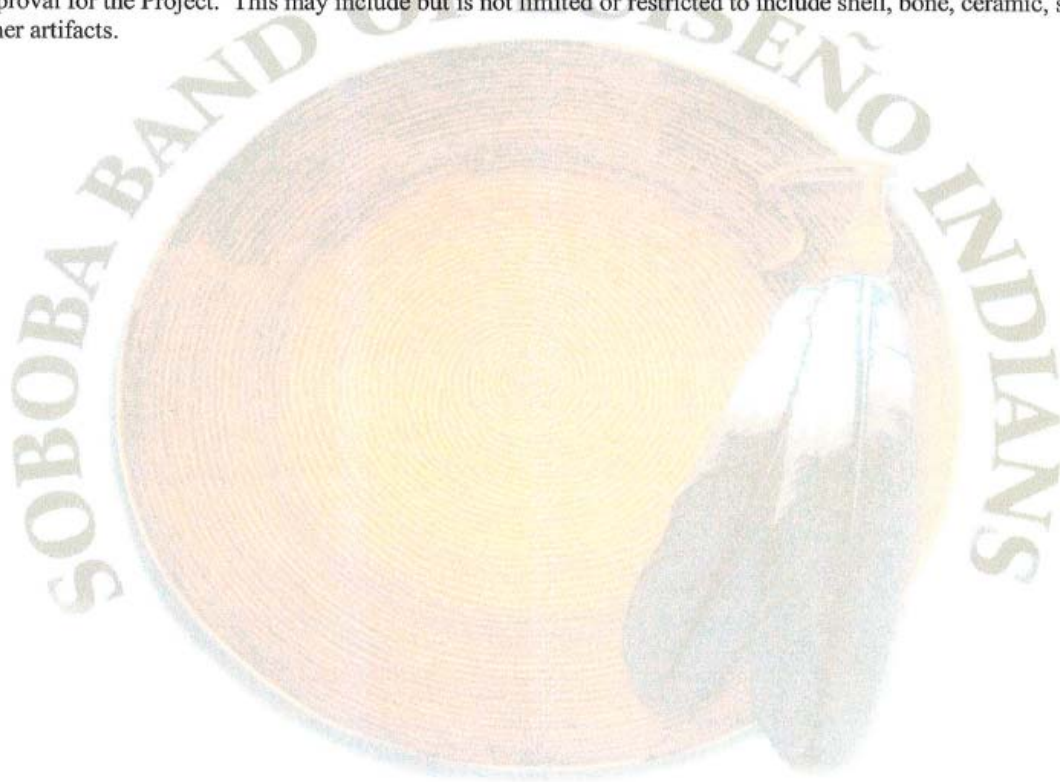
D. All parties are aware that the Soboba Band may wish to rebury the human remains and associated ceremonial and cultural items (artifacts) on or near, the site of their discovery, in an area that shall not be subject to future subsurface disturbances. The Developer should accommodate on-site reburial in a location mutually agreed upon by the Parties.

E. The term "human remains" encompasses more than human bones because the Soboba Band's traditions periodically necessitated the ceremonial burning of human remains. Grave goods are those artifacts associated with any human remains. These items, and other funerary remnants and their ashes are to be treated in the same manner as human bone fragments or bones that remain intact.

Coordination with County Coroner's Office. The Lead Agencies and the Developer should immediately contact both the Coroner and the Soboba Band in the event that any human remains are discovered during implementation of the Project. If the Coroner recognizes the human remains to be those of a Native American, or has reason to believe that they are those of a Native American, the Coroner shall ensure that notification is provided to the NAHC within twenty-four (24) hours of the determination, as required by California Health and Safety Code § 7050.5 (c).

Non-Disclosure of Location Reburials. It is understood by all parties that unless otherwise required by law, the site of any reburial of Native American human remains or cultural artifacts shall not be disclosed and shall not be governed by public disclosure requirements of the California Public Records Act. The Coroner, parties, and Lead Agencies, will be asked to withhold public disclosure information related to such reburial, pursuant to the specific exemption set forth in California Government Code § 6254 (r).

Ceremonial items and items of cultural patrimony reflect traditional religious beliefs and practices of the Soboba Band. The Developer agrees to return all Native American ceremonial items and items of cultural patrimony that may be found on the project site to the Soboba Band for appropriate treatment. In addition, the Soboba Band requests the return of all other cultural items (artifacts) that are recovered during the course of archaeological investigations. Where appropriate and agreed upon in advance, Developer's archeologist may conduct analyses of certain artifact classes if required by CEQA, Section 106 of NHPA, the mitigation measures or conditions of approval for the Project. This may include but is not limited or restricted to include shell, bone, ceramic, stone or other artifacts.



WARREN D. WILLIAMS
General Manager-Chief Engineer



1995 MARKET STREET
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www.rcflood.org

RIVERSIDE COUNTY FLOOD CONTROL
AND WATER CONSERVATION DISTRICT

July 3, 2015

Mr. Joseph Ontiveros
Soboba Band of Luiseño Indians
Cultural Resource Department
Post Office Box 487
San Jacinto, CA 92581

Dear Mr. Ontiveros:

Re: Response to Comments Submitted
Regarding the Draft Initial Study/
Mitigated Negative Declaration for the
North Norco Channel, Stage 11 Project
(SCH No. 2015041069)
Project No. 2-0-00140-11

The District received your comments regarding the Draft Initial Study/Mitigated Negative Declaration (MND) for the North Norco Channel, Stage 11 Project.

The District is keenly sensitive to the importance of Native American cultural resources, and we routinely work with Registered Professional Archeologists and local tribes in an effort to preserve and protect these sensitive resources. Therefore, we share your concern regarding the importance of protecting cultural resources.

In fact, California Environmental Quality Act (CEQA) does not require the lead agency to respond to comments on an MND, however, out of respect for the Soboba Band of Luiseño Indians (Soboba), the District is responding to your letter dated June 15, 2015, even though it was submitted nearly one month after the close of the public comment period.

Regarding Soboba's concerns, it is important to note that a Registered Professional Archeologist (Cogstone) conducted an intensive pedestrian survey and prepared a cultural resources assessment for the proposed project. Cogstone concluded that the project area has a low sensitivity for archaeological deposits. In addition, David Singleton of the Native American Heritage Commission was consulted and the District was advised that the project site is not within the Traditional Use Area of the Soboba Band of Luiseño Indians. Therefore, the District has concluded that consultation with Soboba is not warranted for this particular project.

Furthermore, the District follows all state and federal statutes regarding the accidental discovery of potentially significant resources, therefore, construction would halt in the area of such discovery, if applicable.

Mr. Joseph Ontiveros

-2-

July 3, 2015

Re: Response to Comments Submitted
Regarding the Draft Initial Study/
Mitigated Negative Declaration for the
North Norco Channel, Stage 11 Project
(SCH No. 2015041069)
Project No. 2-0-00140-11

For more information, please refer to the Initial Study, which can be found at <http://rcflood.org/Documents/CEQA/NorthNorcoStg11InitialStudyAndAppendices.pdf>.

The Board of Supervisors is expected to take action on this project on Tuesday, July 21, 2015 at 10:30 a.m., or as soon thereafter as the matter may be heard, in the Board of Supervisors Chambers at the Riverside County Administrative Center located at 4080 Lemon Street, Riverside, California.

If you would like to discuss the matter further, please contact me at 951.955.8581.

Very truly yours,


KRIS FLANIGAN
Engineering Planning Manager

JMV:mcv
P8\171122

**CONFIRMATION LETTER FROM STATE OF CALIFORNIA OFFICE OF
PLANNING AND RESOURCE STATE CLEARINGHOUSE PLANNING UNIT**



Edmund G. Brown Jr.
Governor

STATE OF CALIFORNIA
Governor's Office of Planning and Research
State Clearinghouse and Planning Unit



Ken Alex
Director

May 26, 2015

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JUN 02 2015

Kris Flanigan
Riverside County Flood Control and Water Conservation
1995 Market Street
Riverside, CA 92501

RIVERSIDE COUNTY FLOOD CONTROL
AND WATER CONSERVATION DISTRICT

Subject: North Norco Channel, Stage 11 Project
SCH#: 2015041069

Dear Kris Flanigan:

The State Clearinghouse submitted the above named Mitigated Negative Declaration to selected state agencies for review. The review period closed on May 20, 2015, and no state agencies submitted comments by that date. This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act.

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

Sincerely,

Scott Morgan
Director, State Clearinghouse

**Document Details Report
State Clearinghouse Data Base**

SCH# 2015041069
Project Title North Norco Channel, Stage 11 Project
Lead Agency Riverside County Flood Control and Water Conservation

Type MND Mitigated Negative Declaration
Description The Riverside County Flood Control and Water Conservation District proposes to construct, operate, and maintain the North Norco Channel, Stage 11 Project. The project area is currently served by an unlined flood control channel that does not have 100-year flood capacity. Therefore, the project is designed to provide 100-year flood protection, allow revision of the Federal Emergency Management Agency mapping of Flood Hazard Areas and provide safe access across the road crossings at Sixth Street, Valley View Avenue, and Corona Avenue. The proposed facilities consists of improvements to an aboveground channel and installation of several underground storm drains that would feed into the channel. The project totals approximately 5,912 lineal feet of drainage improvements.

Lead Agency Contact

Name Kris Flanigan
Agency Riverside County Flood Control and Water Conservation
Phone 951 955 8581 **Fax**
email
Address 1995 Market Street
City Riverside **State** CA **Zip** 92501

Project Location

County Riverside
City Norco
Region
Lat / Long 33° 56' 22.4" N / 117° 32' 54.7" W
Cross Streets Valley View Avenue and 6th Street
Parcel No. Various
Township 3S **Range** 6W **Section** 6 **Base**

Proximity to:

Highways I-15
Airports
Railways
Waterways Santa Ana River
Schools Highland ES
Land Use Z: Limited Development
 GP: Water Related and Residential Agricultural

Project Issues Aesthetic/Visual; Agricultural Land; Air Quality; Archaeologic-Historic; Biological Resources; Drainage/Absorption; Flood Plain/Flooding; Forest Land/Fire Hazard; Geologic/Seismic; Minerals; Noise; Population/Housing Balance; Public Services; Recreation/Parks; Schools/Universities; Septic System; Sewer Capacity; Soil Erosion/Compaction/Grading; Solid Waste; Toxic/Hazardous; Traffic/Circulation; Vegetation; Water Quality; Water Supply; Wetland/Riparian; Landuse

Reviewing Agencies Resources Agency; Department of Conservation; Department of Fish and Wildlife, Region 6; Office of Historic Preservation; Department of Parks and Recreation; Department of Water Resources; Office of Emergency Services, California; California Highway Patrol; Caltrans, District 8; Air Resources Board; State Water Resources Control Board, Division of Water Rights; Regional Water Quality Control Board, Region 8; Native American Heritage Commission; State Lands Commission

Date Received 04/21/2015 **Start of Review** 04/21/2015 **End of Review** 05/20/2015

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

INITIAL STUDY CHECKLIST REFERENCE LIST

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**Riverside County Flood Control & Water Conservation District
NORTH NORCO CHANNEL, STAGE 11
MITIGATION MONITORING & REPORTING PROGRAM**

Potential Impact	Mitigation Measures	Implementation Responsibility	Governing Agency	Implementation Timing
<p>Biological Resources There is potential for burrowing owl to be present on site.</p>	<p>MM BIO-1: Within 30 days prior to initiation of ground-disturbing activities, a pre-construction burrowing owl survey shall be conducted by a qualified biologist in conformance with the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) guidelines. If burrowing owls are present within the project site, impacts to burrowing owl will be avoided through implementation of burrowing owl avoidance measures as described in the MSHCP.</p>	RCFC&WCD	CDFW	Conduct a 30-day pre-construction presence/absence burrowing owl survey.
<p>Biological Resources During construction, burrowing owl may be impacted if they are present on site.</p>	<p>MM BIO-2: If ground-disturbing activities occur during the avian nesting season (approximately February 1 to August 15), prior to commencement of ground-disturbing activities pre-construction surveys shall be conducted by a qualified biologist within 300 feet of the proposed work area within the District's right-of-way (ROW). If nesting birds are observed within the survey area, the qualified biologist shall establish a no-disturbance buffer within the ROW. No construction activities shall take place within the buffer until a qualified biologist has determined the nest is no longer active.</p>	RCFC&WCD	USFWS	Prior to ground-disturbing activities planned to occur during the nesting season.
<p>Biological Resources Through project implementation, there is the potential to temporarily and permanently impact waters of the U.S. and state.</p>	<p>MM BIO-3: Impacts to jurisdictional waters shall be mitigated at a minimum 1:1 ratio for net loss of on-site waters of the United States and 0.5:1 for permanent impacts to California Department of Fish and Wildlife (CDFW) jurisdictional streambed, or as specified in the associated permit agreements. Mitigation will be completed through contribution to creation, restoration, or enhancement of offsite jurisdictional waters and/or conservation easement.</p>	RCFC&WCD	ACOE & CDFW	Prior to start of construction.
<p>Noise and Vibration Structural damage to adjacent properties from construction equipment vibration.</p>	<p>MM NOISE-1: In order to protect structures from vibration impacts, use of vibratory rollers by construction contractors shall be prohibited when working in areas that are within 20 feet of residential structures or when working in areas that are within 13 feet of modern industrial /commercial buildings unless otherwise approved by the District Engineer.</p>	RCFC&WCD	RCFC&WCD	During construction activities.

APPENDIX A

Air Quality and Greenhouse Gases Report

APPENDIX B-1

Biological Technical Report and MSHCP Consistency Analysis

APPENDIX B-2

*Jurisdictional Waters
Delineation Report*

APPENDIX C
Paleontological Resources Assessment

APPENDIX D
Environmental Hazards Report