

RD 2035/WDCWA JOINT INTAKE AND FISH SCREEN

Initial Study Addendum No. 3

State Clearinghouse No. 2003102095

Prepared for
Woodland-Davis Clean Water Agency

March 2020



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SECTION 1

Background and Purpose of this Addendum

1.1 Background

The Woodland Davis Clean Water Agency (WDCWA) and Reclamation District 2035 (RD 2035), developed the Davis Woodland Water Supply Project (DWWSP) and Joint Intake Project (JIP). The DWWSP involved development of a new surface water supply for the cities of Woodland and Davis and University of California Davis (project partners) and consisted of an intake/diversion structure on the Sacramento River, a raw water conveyance pipeline between the intake/diversion structure to a new regional water treatment facility (RWTF), the RWTF, and distribution pipelines conveying treated surface water from the water treatment plant to each of the project partners.

RD 2035 had an existing unscreened intake on the Sacramento River, therefore the United States Department of Interior Bureau of Reclamation (Reclamation) proposed to provide cost share funding for the design and construction to replace RD 2035's 400 cubic feet per second (cfs) intake with a new intake and fish screen through the Anadromous Fish Screen Program (AFSP). While the new intake and fish screen was constructed to accommodate the DWWSP, the AFSP funds were only used for the construction of the intake and fish screen and Reclamation did not have a federal action related to the DWWSP. Therefore, the federal scope was limited to the construction footprint of the intake and fish screen. Construction of the JIP and the DWWSP occurred concurrently, thereby resulting in less environmental impacts and cost savings.

In 2012, RD 2035, the State lead agency under the California Environmental Quality Act (CEQA) and Reclamation, the Federal lead agency under the National Environmental Policy Act (NEPA), circulated the Draft Initial Study/Environmental Assessment (IS/EA) for the JIP (2012 Draft JIP IS/EA) for 30 days between May 1, 2012 through June 1, 2012. The following actions took place during the preparation, distribution and review of the 2012 Draft JIP IS/EA.

- The 2012 Draft JIP IS/EA was filed with the State Clearinghouse on May 1, 2012 (SCH# 2003102095). The public comment period ended June 1, 2012.
- The availability of the 2012 JIP Draft IS/EA was noticed in the following newspapers:
 - Sacramento Bee (May 1, 2012)
 - Davis Enterprise (May 1, 2012)

- The 2012 Draft JIP IS/EA was made available for review on the Reclamation website: http://www.usbr.gov/mp/nepa/nepa_projdetails.cfm?Project_ID=9544.
- The 2012 Draft JIP IS/EA was also made available for review at the following locations:
 - City of Woodland Main Public Library 250 First Street Woodland, CA 95695
 - U.S. Bureau of Reclamation, 2800 Cottage Way, MP-410, Sacramento, CA 95825

At the end of the comment period, four written letters were received addressing the content and analysis contained in the 2012 Draft JIP IS/EA.

On August 28, 2012, RD 2035 adopted the Final IS/Mitigated Negative Declaration (MND) and approved the JIP (2012 JIP Final IS/EA). A notice of determination was filed with the State Clearinghouse and the Yolo County Clerk on August 31, 2012. On November 18, 2013 Reclamation issued a Finding of No Significant Impact (FONSI).

Following project approval, refinements were proposed related to the installation of a tremie seal for the coffer dam and identification of one additional materials storage and staging area. An Addendum (Addendum #1) was adopted in July 2014 that supported that the proposed changes would not result in any new or more severe impacts than those discussed in the adopted MND/FONSI and that none of the conditions or circumstances that would require preparation of a subsequent or supplemental MND pursuant to CEQA Guidelines section 15162 exists for the Approved Project with these changes.

A second addendum (Addendum #2) was adopted in February, 2015. Prior to adoption of Addendum #2, JIP construction-related activities such as pile driving, excavation and dewatering within the JIP site had only occurred during the weekday daytime hours. Adoption of Addendum #2 allowed inclusion of construction activities (with the exception of pile-driving) to continue during weekend daytime hours.

Since approval of Addendum #1 and #2, recent inspections of the JIP found erosion damage caused by heavy rains during 2018 and 2019 that require immediate repairs to prevent structural damage to the fish refugia structure (JIP Erosion Control Project or proposed Project). As a result, the WDCWA prepared this addendum (Addendum #4) to the 2012 Final JIP IS/MND, which analyzes these erosion control measures. Reclamation does not have federal action associated with the erosion control measures.

1.2 Purpose of the Addendum

The CEQA Guidelines (Sections 15162 and 15164) require that a lead agency prepare an addendum to a negative declaration if some changes or additions to the environmental evaluation of a project are necessary but none of the following occurs:

1. There are no substantial changes in the project which require major revisions to the mitigated negative declaration or a substantial increase in the severity of previously identified significant effects;

2. There are no substantial changes with respect to the circumstances under which the project is undertaken which require major revisions to the negative declaration; or
3. No new information of substantial importance, which could not have been known with the exercise of reasonable diligence at the time of negative declaration adoption, shows any of the following:
 - i. the project will have one or more significant effects not discussed in the negative declaration,
 - ii. the project will result in impacts substantially more severe than those disclosed in the negative declaration,
 - iii. mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponent declines to adopt it, or
 - iv. mitigation measures or alternatives that are considerably different from those analyzed in the negative declaration would substantially reduce one or more significant effects on the environment, but the project proponent declines to adopt it.

This Addendum concludes that the Project changes do not trigger any of the CEQA Guidelines Section 15162 conditions described above, and that the preparation of an addendum therefore is appropriate.

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SECTION 2

Description of Project Changes

Recent inspections of the JIP found erosion damage caused by heavy rains in 2018 and 2019 that require immediate repairs (e.g. erosion control) to prevent structural damage to the fish refugia structure associated with the JIP (JIP Erosion Control Project or proposed Project). **Figure 1** shows the proposed Project area.

The proposed Project would repair the area of erosion and includes the placement of rip-rap in an approximately 2,200 square foot area. Approximately 150 cubic yards of existing material would be removed and hauled off-site and 189 cubic yards of rip-rap would be placed. The rip-rap would extend from the lip of the existing sheet pile wall at approximately 10 feet elevation to approximately 25 feet upslope or half-way up to the retaining wall to just above 20-foot elevation. The rip-rap will abut the intake structure on the north and extend a few feet past the fish refugia structure to the south (107 linear feet of shoreline). Rip rap would be a minimum of 2.0 feet deep and be keyed in at the edge of the sheet pile wall. **Figure 2** shows these proposed Project elements on the proposed Project site and **Figure 3** shows detailed plans with cross sections. Construction will occur when the river is below the level of the repairs likely in the fall (October or November); therefore, dewatering would not be required. A Stormwater Pollution Prevention Plan (SWPPP) will not be required due to the small size; however, all appropriate best management practices (BMPs) would be implemented to prevent sediment and other materials from entering the Sacramento River. No trees or shrubs and minimal herbaceous vegetation is located within the proposed construction area.

Section 2.3 *Proposed Project/Action* of the Final 2012 JIP IS/EA describes the construction of the JIP, which includes erosion control measures as described above in the proposed Project.

2.1 Construction

2.1.1 Schedule

Construction is anticipated to take approximately 2 weeks during the fall, generally on weekdays, Monday through Friday, from 7:00 a.m. to 7:00 p.m. Construction is anticipated to start in 2020.



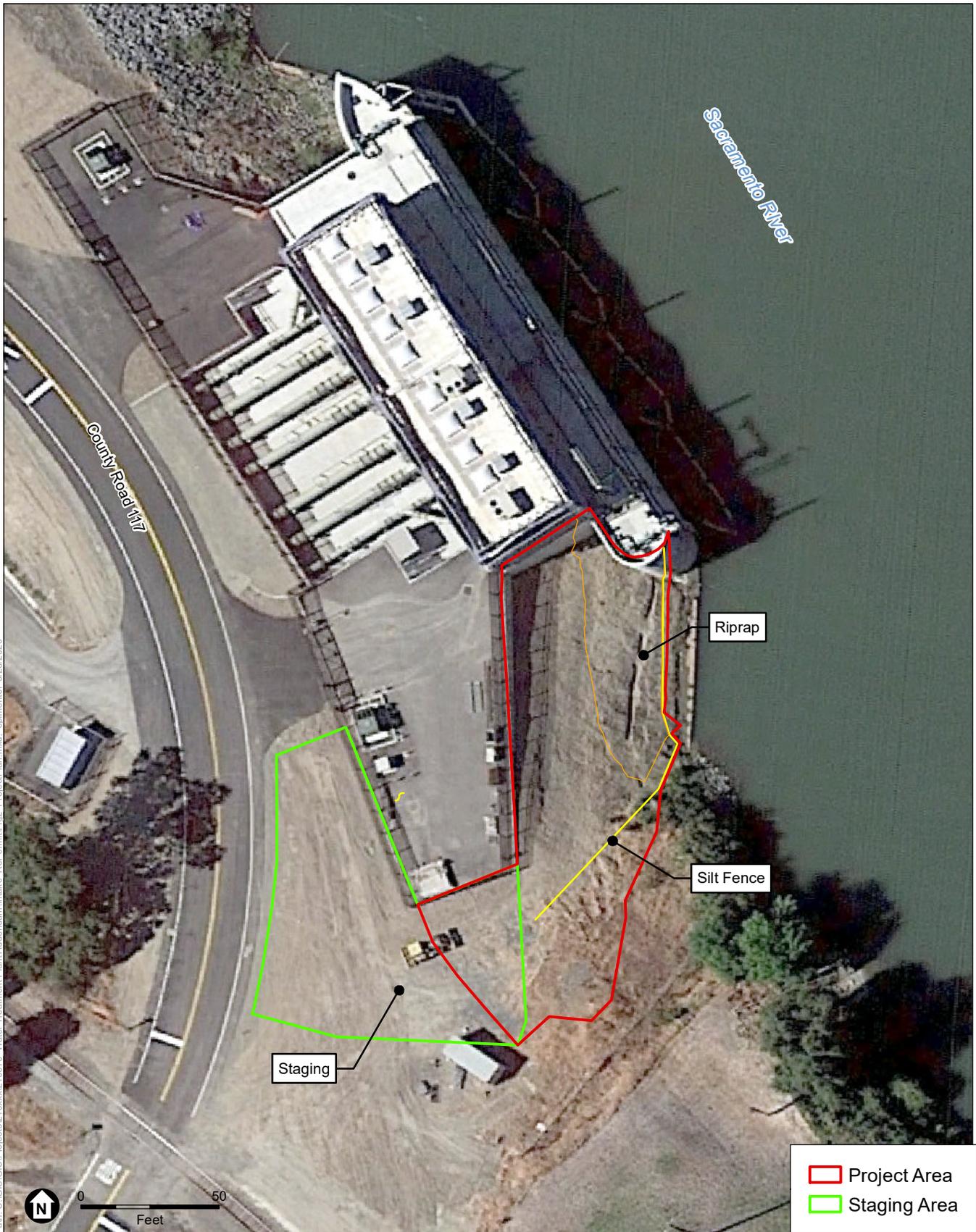
Path: U:\GIS\Projects\210676 - Water Treatment Plant Addendum\Intake_RePermit\Fig1 - Project\Area.mxd, ballen, 2/21/2020

SOURCE: Yolo County, 2018; Sacramento County, 2018; West Yost and Assoc., 2020; ESA, 2020

Woodland Davis Clean Water Authority Joint Intake and Fish Screen Addendum #4

Figure 1
Project Area



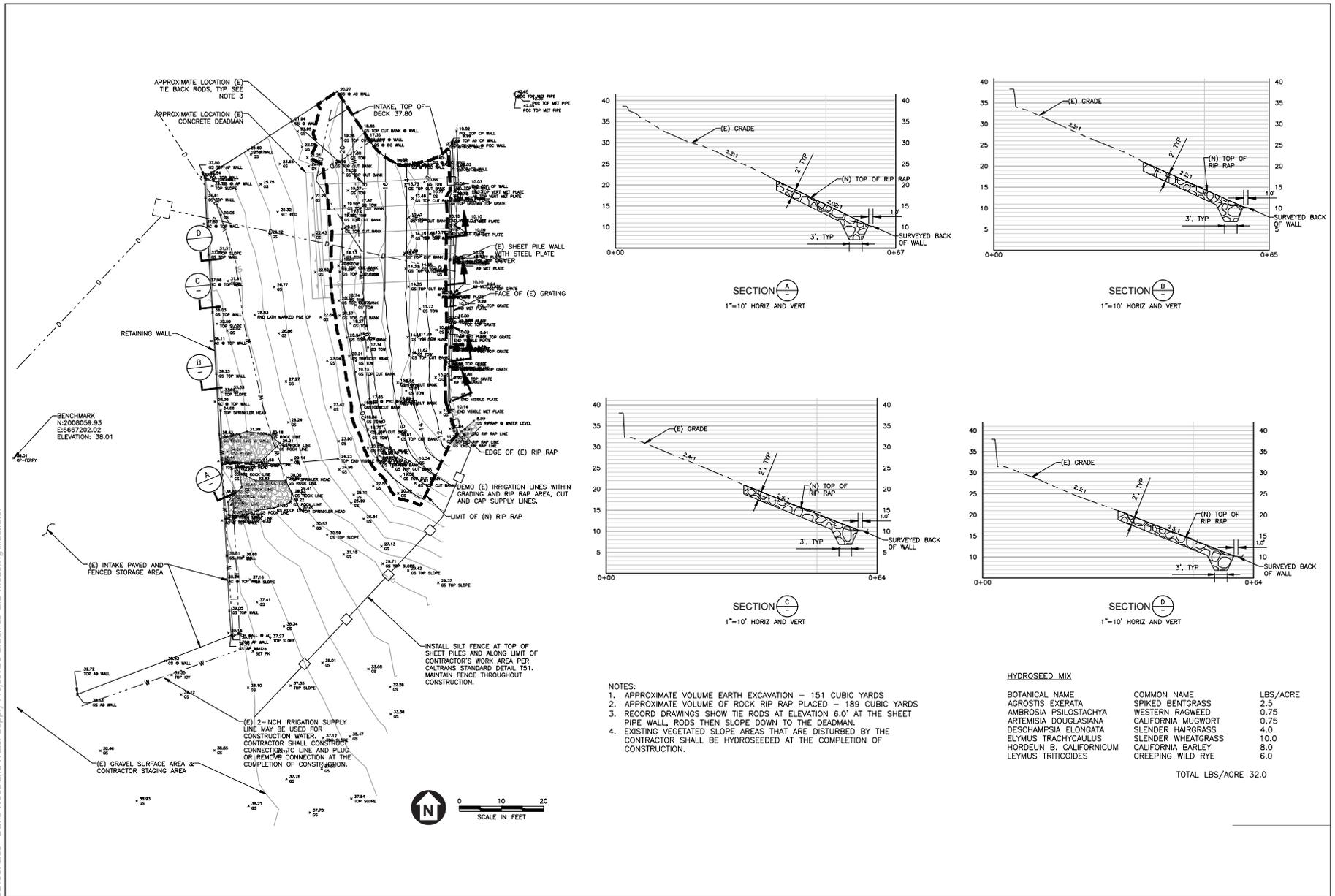


Woodland Davis Clean Water Authority Joint Intake and Fish Screen Erosion Repair Project

SOURCE: Google, 2018;
West Yost and Assoc., 2020; ESA, 2020

Figure 2
Project Plan





SOURCE: West Yost, 2020

Woodland Davis Clean Water Authority Joint Intake and Fish Screen Addendum #4

Figure 3
Site Plans and Cross Section



As shown in **Table 1**, it is anticipated that construction would require the use of backhoes, skid steers, bulldozers/loaders, dump trucks, excavators, front-end loaders, graders, haul trucks, seed sprayers, and water trucks may be required to construct the proposed Project.

**TABLE 1
PROPOSED CONSTRUCTION EQUIPMENT**

Equipment Construction Purpose	Equipment Construction Purpose	Phase in Use
Bulldozer/Loader	Transport of rock material, earthwork construction, cleaning and grubbing. Dirt or rock manipulation	Earthwork
Excavator	For earthwork. Soil manipulation	Earthwork
Dump Truck – assume 10 cubic yards (CY)	Fill material delivery/surplus removal. Off-haul of materials.	Hauling
Haul Truck	For import of rock material, but not used on-site. construction; clearing and grubbing	Hauling
Truck with Seed Sprayer	Hydroseed, Landscaping	Revegetation
Water Truck	Earthwork construction; clearing and grubbing	Revegetation

SOURCE: Environmental Science Associates, 2020

2.1.2 Staging Areas

Construction staging for the proposed Project would be located in the open gravel parking area on the south side of the intake structure as depicted on Figure 2. No vegetation will be disturbed for staging.

2.1.3 Water Source for Construction and Dust Control

WDCWA will provide access to a 2-inch irrigation line to be used for dust control on the roads and graded areas during construction to protect water quality and surrounding habitats (Figure 3).

2.1.4 Project Site Access and Haul Routes

Construction equipment and cars may access the Project site from County Road 117 off of Old River Road, which is accessible from I-5. Materials will be delivered to the staging area on the south side of the intake structure and be routed to the project in a direct manor that will minimize disturbance to vegetation. Off-hauled material will follow the same route in reverse and be delivered to an approved landfill facility or other approved location in accordance with local, state and federal regulations.

Approximately 72 truck trips (36 one-way truck trips), would be required over the course of construction, assuming each truck could contain up to 15 tons of material or 10 CY depending on material type (e.g. rip rap). It is assumed that the proposed Project would result in the following volumes and associated haul truck activities presented in **Table 2**.

TABLE 2.
ESTIMATED OFFHAUL AND DELIVERY

Material	Quantity (CY)	Truck Trips	One-Way Truck Trips
Cut Material exported from on-site	150	30	15
Rock import	190	42	21
Total	340	72	36

2.1.5 Temporary Dewatering and In-channel Work

Construction will occur during the fall when the water is at its lowest levels; therefore, groundwater should not be encountered and dewatering is not anticipated.

Work Adjacent to the Wetted Channel

Erosion protection of approximately 107 linear feet of the Sacramento River channel bank would occur on a steep bank immediately adjacent to the wetted channel. No construction work would occur within the wetted channel and no equipment would be placed within the wetted channel. At the beginning of construction, construction personnel would install erosion control fencing at the base of the work area. Figure 2 illustrates the location of silt fence to be installed. The fencing would prevent sediment and debris from entering the River during excavation and placement of rip-rap. Construction personnel would remove the fencing following construction.

2.1.6 Project Workforce

Construction would require a 5-person crew, with a maximum of 7 construction workers during periods when multiple activities (e.g., trenching, earthwork, hauling, etc.) are occurring concurrently. Commuter traffic related to the proposed Project would be comprised of light duty trucks (approximately 50 percent would be diesel and 50 percent gasoline powered) that employees would use to commute to and from the Project site. This would result in an average of 10 one-way vehicle trips per day (assuming that each worker commutes in their own vehicle), with an estimated commute of 20 miles each way to the Project site. In addition to construction workers, archaeological and biological monitors would also be present at the Project site.

2.2 Operations and Maintenance

2.2.1 Erosion Protection Sites

Regular monitoring of the facility will continue to ensure the sound operation of the structures and to monitor for erosion or other potential issues. Hydroseeded areas will be monitored to ensure 70% of original cover is obtained.

SECTION 3

Analysis of Potential Environmental Effects

3.1 Introduction

The 2012 Final JIP IS/EA evaluated potential environmental impacts in the following resource categories: Land Use and Agriculture; Aesthetic Resources; Air Quality and Climate Change; Noise and Vibration; Geology, Soils, and Seismicity; Hydrology and Water Quality; Biological Resources; Cultural Resources; Transportation and Traffic; Hazards and Hazardous Materials; Recreation; Public Services and Utilities; Cumulative Effects; and Growth Inducing Effects. These issues are reconsidered in this addendum in light of the proposed changes to the 2012 Final JIP IS/EA project description. This addendum analyzes whether, with these proposed changes, implementation of the proposed Project would result in any new significant impacts or substantially more severe impacts than those identified in the 2012 JIP IS/EA. The 2012 JIP IS/EA (Section 3.0, Affected Environment and Environmental Consequences) describes the criteria that were used to determine the significance of environmental impacts. All mitigation measures identified in the 2012 JIP IS/EA were subsequently adopted by the WDCWA Partners as conditions of project approval. All applicable measures also will apply to the proposed Project changes described in this addendum.

The analysis contained in this addendum is focused only on the proposed JIP Erosion Control Project. Because the changes to the JIP are limited to the implementation of erosion control features, changes to operations of the JIP would remain relatively unchanged from the analysis contained within the 2012 Final JIP IS/EA. Specifically, impacts associated with operation of JIP facilities would not be affected by the proposed Project. All other WDCWA facilities and water transfers impacts would remain unchanged from the 2012 Final JIP IS/EA and therefore are not discussed further in this addendum.

3.2 Effects Related to Changes in the Proposed Project

There were no unmitigated significant impacts identified in the 2012 JIP IS/EA for any of the CEQA resource topics. However, each CEQA resource topic is re-evaluated below to determine whether the proposed Project will result in any new significant impacts or substantially more severe impacts than those described in the 2012 Final JIP IS/EA.

3.2.1 Land Use and Agriculture

Section 3.1 of the 2012 Final JIP IS/EA analyzed impacts to land use and agriculture and concluded that implementation of the JIP would not result in a division of an established community because there are no established communities in the area. In addition, the 2012 JIP IS/EA concluded implementation of the proposed Project would not directly or indirectly result in impacts to forest land, timberland, or timberland production or lands under Williamson Act contracts as these resources are not present in the Project area. The 2012 Final JIP IS/EA determined that impacts to existing land use and zoning plans and policies and Farmland would be less than significant because the JIP is not located on Farmland and staging areas on Farmland would be temporary.

The proposed Project and associated construction staging area would be implemented within the existing footprint of the JIP would not be located within an established community, Farmland, forest land, timberland production land, or land under Williamson Act contracts. Therefore, the proposed Project would not conflict with existing land use and zoning plans and policies or divide an established community. As a result, there are no changes in the environmental setting or proposed Project characteristics that would raise important new land use and agricultural issues. Therefore, proposed Project changes would not alter the conclusions of the 2012 Final JIP IS/EA, result in any new significant impacts, or substantially increase the severity of the previously identified land use and agricultural impacts.

3.2.2 Aesthetics

Section 3.2 of the 2012 Final JIP IS/EA analyzed impacts to the aesthetics of the Project area and concluded implementation of the JIP would not directly or indirectly have a substantial adverse effect on a scenic vista or substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway because these resources are not designated for the Project area. The 2012 Final JIP IS/EA concluded that implementation of the proposed Project would have a potentially significant impact associated with degrading the visual character of the project area and would result in a new source of nighttime lighting in a primarily natural (unlit) setting. Potentially significant impacts were reduced to less than significant through the implementation of Mitigation Measures 3.2-1a, 3.2-1b, and 3.2-3 which require providing reduced visual contrast through the use of neutral and non-reflective architectural coatings and through the use of landscape screening and proper shielding and installation of outdoor lighting to prevent light trespass onto adjacent properties.

The proposed Project would be implemented within the existing JIP footprint and would not have a significant impact on the visual environment because of the temporary nature of construction activities (2 weeks) and because the placement of riprap would be similar in nature to the existing environment. Because the proposed erosion control measures would be located within the existing footprint of the JIP it would not be located within a scenic vista, near a designated scenic highway or damage scenic resources. In addition, the proposed erosion control measures would not introduce any new sources of light or glare. Therefore, the changes to the proposed Project would not change the character or quality of the existing site or its surroundings, nor would they substantially affect the amount of light and glare generated. Therefore, the conclusions of the aesthetics analysis from

the 2012 Final JIP IS/EA remain unchanged. There are no changes in the environmental setting or JIP characteristics that would raise important new visual or aesthetic issues. Therefore, proposed Project changes would not alter the conclusions of the 2012 Final JIP IS/EA, result in any new significant impacts, or substantially increase the severity of the previously identified aesthetics impacts.

3.2.3 Air Quality and Climate Change

Section 3.3 of the 2012 Final JIP IS/EA analyzed impacts related to air quality and concluded that implementation of the JIP would result in potentially significant impacts related to air quality standards during construction and a cumulative increase of criteria air pollutants. These potentially significant impacts were reduced to less than significant with the implementation of Mitigation Measure 3.3-1 which requires fugitive dust controls. All other air quality and climate change impacts were determined to be less than significant.

The proposed Project would result in similar sources of potentially significant air quality impact as described in the 2012 Final JIP IS/EA. Construction emissions would consist of exhaust emissions from vehicles and equipment, and fugitive dust associated with the earthwork, clearing and grubbing, rock and soil manipulation, and transport of rock and cut material. Because construction would be completed within approximately 2 weeks, emissions are expected to be similar to those described in the 2012 Final JIP IS/EA. WDCWA will provide access to a 2-inch irrigation line to be used for dust control on the roads and graded areas during construction, consistent with the 2012 Final JIP IS/EA and Mitigation Measure 3.3-1. As a result, there are no changes in the environmental setting or JIP characteristics that would raise important new air quality issues. Therefore, proposed Project changes would not alter the conclusions of the 2012 Final JIP IS/EA, result in any new significant impacts, or substantially increase the severity of the previously identified air quality impacts.

3.2.4 Noise

Section 3.4 of the 2012 Final JIP IS/EA analyzed impacts related to noise and concluded that impacts related to aircraft noise would have no impact because the JIP would not be located within an airport land use plan or within the vicinity of a private air strip. The 2012 Final JIP IS/EA concluded that implementation of the JIP would result in potentially significant impacts related to construction and operational noise. Implementation of Mitigation Measures 3.4-1a through 3.4-1f require avoiding noise sensitive hours of the day, notifying the public of construction activities, implementation of noise control measures and technology, exclusion of noise amplifying sources, and incorporating noise reducing designs. Impacts related to ground-borne vibration and noise were found to be less than significant.

Generally, the proposed erosion control measures would result in similar construction noise impacts as those described in the previously approved 2012 Final JIP IS/EA. Noise levels would not exceed the estimates provided in Table 3.3-3 and 3.3-4 of the previously approved 2012 Final JIP IS/EA. Implementation of 2012 Final JIP IS/EA Mitigation Measures 3.4-1a through 3.4-1f would be implemented to reduce potential noise impacts. As a result, there are no changes in the

environmental setting or JIP characteristics that would raise important new noise related issues. Therefore, proposed Project changes would not alter the conclusions of the 2012 Final JIP IS/EA, result in any new significant impacts, or substantially increase the severity of the previously identified noise impacts.

3.2.5 Geology, Soils, and Seismicity

Section 3.5 of the 2012 Final JIP IS/EA analyzed impacts related to geology, soils, and seismicity and concluded implementation of the JIP would result in no impact related to septic tanks or alternative wastewater disposal systems because the JIP would not require the use of such facilities. Impacts related to unstable soils were determined to be less than significant. The 2012 Final JIP IS/EA also concluded that impacts related to seismic impacts and erosion would be potentially significant. Implementation of Mitigation Measures 3.5-1 and 3.5-2 would reduce these impacts to less than significant by requiring implementation of specific design and engineering requirements for levees that may be affected and provision of temporary cover of disturbed areas during construction to prevent erosion.

The proposed erosion control measures would be located within the existing footprint of the JIP and would encounter similar regional geologic conditions during construction. At the beginning of construction, construction personnel would install erosion control fencing at the base of the work area, consistent with the 2012 Final JIP IS/EA. The fencing would prevent sediment and debris from entering the Sacramento River during excavation and placement of rip-rap. Construction personnel would remove the fencing following construction. In addition, WDCWA will provide access to a 2-inch irrigation line to be used for dust control on the roads and graded areas during construction, consistent with the 2012 Final JIP IS/EA and Mitigation Measure 3.3-1. Implementation of 2012 Final JIP IS/EA Mitigation Measure 3.5-2 would be implemented to reduce potential erosion impacts. As a result, the conclusions and proposed mitigation measures of the existing geology, seismicity, and soils analysis within the 2012 Final JIP IS/EA remain unchanged and are applicable to the proposed Project described in this addendum. There are no changes in the environmental setting or JIP characteristics that would raise important new geology, seismicity, and soils issues. Therefore, proposed Project changes would not alter the conclusions of the 2012 Final JIP IS/EA, result in any new significant impacts, or substantially increase the severity of the previously identified geology, soils, and seismicity impacts.

3.2.6 Hydrology and Water Quality

Section 3.6 of the 2012 Final JIP IS/EA analyzed impacts to hydrology and water quality and concluded that implementation of the JIP would have no impact related to groundwater supplies, groundwater recharge because the JIP is located adjacent to the Sacramento River and groundwater recharge would not be impaired. In addition, it was concluded that no impact related to exposing people or structures to flooding and tsunami or mudflow because the JIP would be located at or above the 100-year flood elevation and would be situated away from areas that are typically subject to tsunami or mudflow.

The 2012 Final JIP IS/EA concluded construction and operation of the JIP would have potentially significant impacts related to erosion and runoff and surface water quality. These impacts were determined to be reduced to less than significant with the implementation of Mitigation Measures 3.6-1a, 3.6-1b, 3.7-1a, 3.7-1b, 3.6-1d, and 3.6-2 which require compliance with the NPDES General Stormwater Permit, containment of excess water from dewatering activities, implementation of a groundwater discharge monitoring program, implementation of a SWPPP, limiting construction to between June 1 and October 1, and implementation of a drainage plan.

The proposed erosion control measures would not result in any changes to operation of the JIP as the erosion control measures would only result in the repair of the eroded area immediately adjacent to the JIP and placement of rip-rap to prevent future erosion. The proposed erosion control measures would be located within the existing footprint of the JIP and would not result in the construction of impervious surfaces, and therefore would not impede groundwater recharge. Construction of the proposed erosion control measures will occur during the fall when the water is at its lowest levels; therefore, groundwater should not be encountered and dewatering is not anticipated and impacts from erosion on water quality would be minimized. The proposed erosion control measures could result in similar impacts to drainage and floodplains as those described in the 2012 Final JIP IS/EA, but on a smaller scale. A Stormwater Pollution Prevention Plan (SWPPP) will not be required due to the small size of the construction area; however, all appropriate best management practices (BMPs) would be implemented to prevent sediment and other materials from entering the Sacramento River. At the beginning of construction, construction personnel would install silt fencing at the base of the work area. The silt fencing would prevent sediment and debris from entering the Sacramento River during excavation and placement of rip-rap. Construction personnel would remove the fencing following construction. Additional erosion control measures are discussed in Section 3.2.7 *Biological Resources*. As a result, there are no changes in the environmental setting or Project characteristics that would raise important new surface water hydrology and water quality impacts and no mitigation measures from the 2012 JIP IS/EA would be required. Therefore, proposed Project changes would not alter the conclusions of the 2012 JIP IS/EA, result in any new significant impacts, or substantially increase the severity of the previously identified surface water hydrology and water quality impacts.

3.2.7 Biological Resources

Section 3.7 of the 2012 Final JIP IS/EA analyzed impacts related to biological resources and concluded that implementation of the JIP would result in potentially significant impacts related to Sacramento River fisheries, Valley Elderberry Longhorn Beetle, Giant Garter Snake, Swainson's Hawk, candidate, sensitive, or special-status species, riparian habitat, and federally protected waters. Implementation of Mitigation Measures 3.7-1a through 3.7-1k, 3.7-2a, and 3.7-4 would reduce these impacts to less than significant. Impacts related to species movement and migration were found to be less than significant. Impacts related to conflict with local policies or ordinances protecting biological resources were found to have no impact.

Minimal impacts will occur to annual grasslands and vegetation associated with the disturbed ruderal habitat. Impacts will occur from heavy equipment accessing the site and placement of rip-rap. Areas where the erosion occurred had very little vegetation remaining. No shrubs or trees are anticipated for removal. All temporarily disturbed areas will be revegetated with a hydroseed application of native plants.

The proposed erosion repairs will permanently rock 0.05 acre of riverine habitat. Impacts associated with this project are less than 1/10 acre, thus mitigation is not required. Additionally, mitigation was previously purchased for this project to compensate for loss of habitat in this area. This small loss would be offset by the overall project benefits that will increase functions and services by reducing erosion and sedimentation, increasing channel bank stability. The project would temporarily impact approximately 0.05 acres of waters of the U.S. Temporarily impacted areas would be revegetated with native vegetation following construction.

Nesting habitat within the footprint of the project is not expected to occur due to location and construction would be outside of the nesting season. However, there is potential for nesting to occur nearby both in the adjacent habitat and by swallows on the intake structure. All construction will occur outside of the wetted channel, thus the implementation of the erosion and sediment measures listed above as well as construction work windows will reduce potential impacts to fish.

The soil excavation and placement of rock slope protection that could result in harm to special-status wildlife including western pond turtle, if present. Human and vehicle traffic could trample or kill individuals of special-status wildlife or plants, or could disturb wildlife and reduce fitness by interfering with feeding or reproduction. Project activities involving excavation could also cause disturbance to nesting birds and roosting bats on or in the vicinity of the project site. Moderate to low quality habitat for the western pond turtle occurs within the RD 2035 main canal and near the shores of the Sacramento River.

Soil moving activities associated with construction in locations adjacent the Sacramento River could contribute sediment, silt, or other water quality contaminants to the receiving waters. WDCWA timed construction to occur when water levels are low and all work will occur outside the wetted channel. Additionally, erosion control measures and a revegetation plan for all graded areas will ensure that the project would avoid and minimize erosion, sedimentation, and turbidity in waters of the U.S. at the project site. A Stormwater Pollution Prevention Plan (SWPPP) is not required for this project due to its small size.

The proposed Project would address erosion caused by storm events during the 2018/2019 winter. As the proposed Project would address these risks, its implementation would improve conditions currently contributing sediment, silt, and other pollutants to the waterways. Following construction, WDCWA would implement post-construction BMPs to ensure that disturbed areas would be revegetated with hydroseed consisting of native plants. An existing irrigation system may be used to help establish the vegetation. Following construction, the revegetated site would be maintained and monitored to ensure the success of plantings intended for erosion and sediment control. Monitoring would include site checks and maintenance of erosion control treatment.

Native revegetation of the site will be monitored for a period determined through the permitting process to ensure the success of all plantings intended for erosion and sediment control, soil stability, and protection of waterways. Site monitoring shall be conducted on a monthly basis. The following erosion control measures are consistent with 2012 Final IS/EA Mitigation Measure 3.7-1a which was implemented to protect water quality.

- Silt fencing will be installed in all upland areas where construction occurs within 100 feet of known or potential steelhead habitat.
- Spoil sites and other debris areas will be located so they do not drain directly into the Sacramento River. Spoil sites will be graded to reduce the potential for erosion.
- No construction activities, parking, or staging shall occur outside of designated areas.
- All vehicles and equipment entering each project site shall be clean of noxious weeds and pathogens. All construction equipment shall be washed thoroughly to remove all dirt, plant, and other foreign material prior to entering the project sites.
- Certified weed-free permanent and temporary erosion control measures shall be implemented to minimize erosion and sedimentation during and after construction.
- The plan shall specify that areas impacted from construction-related activity shall be reseeded with native herbaceous species.

The proposed Project could result in similar construction related impacts to species and habitat identified within the 2012 JIP IS/EA; however, construction would not occur within the Sacramento River. Implementation of the applicable discussed mitigation measures are consistent with Mitigation Measures 3.7-1i, and 3.7-1j, and 3.7-1f, which include measures for all phases of project construction to address impacts to sensitive habitats and species, by requiring pre-construction surveys for special status species, would still be implemented by the WDCWA. As a result, there are no changes in the environmental setting or project characteristics that would raise important new biological resources issues. Therefore, proposed Project changes would not alter the conclusions of the 2012 JIP IS/EA, result in any new significant impacts, or substantially increase the severity of the previously identified biological resources impacts.

3.2.8 Cultural Resources

Section 3.8 of the 2012 Final JIP IS/EA analyzed impacts to cultural resources and concluded that implementation of the JIP would not directly or indirectly affect paleontological resources and no impact would occur. Underlying geologic materials in the JIP area consist predominantly of manmade fill and the type of sedimentary deposits where paleontological resources might be present but are typically not found. The Final 2012 JIP IS/EA concluded that potentially significant impacts would occur related to causing adverse effects to archaeological resources and human remains.

Implementation of Mitigation Measure 3.8-1 would reduce impacts to less than significant by requiring an inadvertent discovery plan and measures to minimize or eliminate direct impacts to any found significant cultural materials and/or human remains.

In 2012, a Phase I Cultural Resources Study was completed for the JIP at the proposed Project site that included an archaeological analysis and an evaluation of the RD 2035 Intake/Pump Station 12.5 (ESA, 2012). The report was used to support the application for a USACE Section 404 Clean Water Act permit. The USACE granted the permit on April 21, 2014 (SPK-2010-01141). Since granting the permit, the RD 2035 Intake/Pump House 12.5 was demolished and the JIP was completed. Components of the study completed within the proposed Project site included:

- a records search at the Northwest Information Center (NWIC) of the California Historical Resources Information System (CHRIS);
- a search of the Native American Heritage Commission's (NAHC) Sacred Lands File (SLF) database and letters to Native American tribes;
- a cultural resources field survey of the JIP Area of Potential Effects (APE) updating the Department of Parks and Recreation forms for the RD 2035 Intake-Pump House 12.5 (HRI 7/218; P-57-000969) and the Valley Oak Groves & Valley Oak Trees and Mixed Vegetation (P-57-000132);
- and an evaluation of the RD 2035 Intake/Pump House 12.5, which was recommended not eligible for listing in the California Register of Historical Resources (CRHR) and the National Register of Historic Places (NRHP).

To supplement the previous study from, ESA completed an updated record search at the NWIC on February 19, 2020 (File No. 19-1432). Records indicate that six (6) cultural resources studies, including the study for the JIP, have been completed in the immediate vicinity of the proposed Project site for the erosion control measures (**Table 3**).

TABLE 3
CULTURAL RESOURCES STUDIES IN THE VICINITY OF THE PROJECT SITE

Study	Title	Author/Year
S-2947	Sacramento River Bank Protection Unit 34 Cultural Resources Survey	Wilson/1978
S-12455	Archaeological Reconnaissance of the I-5 Metro Center Project Area, Yolo County	Clark/1991
S-26878	National Register of Historical Places Evaluation of Bureau of Reclamation Pump Station 12.5 R, Sacramento River, Yolo County	Pacific Legacy/2003
S-34067	Cultural Resources Evaluation for the Emergency Levee-Banks Repairs of 5 New Critical Erosion Sites	URS/2006
S-34069	Cultural Resources Evaluation for the Emergency Levee-Banks Repairs of 16 Critical Erosion Sites	URS/2006
S-46672	RD 2035/WDCWA Joint Intake Project and DWWSP Phase I Cultural Resources Study	ESA/2012

Records also indicate that six (6) cultural resources have been previously recorded within a ½ mile of the proposed Project site, including the recently demolished RD 2035 Intake/Pump House

12.5 (**Table 4**); no cultural resources have been previously recorded within the proposed Project site.

On February 24, 2020, an ESA archaeologist conducted a site visit of the proposed Project site. The area has been highly disturbed from construction of the JIP and no native soils were evident. All exposed ground surface consisted of artificially-placed fill and gravels. The proposed Project site is a steep slope to the river that has been damaged by erosion. No cultural materials or other evidence of past human use or occupation was identified in the proposed Project site.

TABLE 4
PREVIOUSLY RECORDED RESOURCES IN OR WITHIN ½ A MILE OF THE PROJECT SITE

Primary#	Description	Distance from Project Site
P-57-000132	Valley Oak Groves & Valley Oak Trees and Mixed Vegetation	450 feet northwest
P-57-000773	Elkhorn Ferry Site	200 feet south / no longer extant
P-57-000969	RD 2035 Intake aka Pump House 12.5	300 feet north / no longer extant
P-57-001118	Yolo Bypass East Sacramento River Levee	150 feet west
P-57-001272	Northern Electric Railway Route	220 feet west
P-57-001457	Fremont Landing Site	General vicinity / no longer extant

Based on the results of the previous cultural resources study completed for the JIP and the current research completed for the proposed Project, the proposed Project site has a low sensitivity for both prehistoric and historic-era archaeological resources and a low potential to uncover archaeological resources during implementation of the proposed erosion control measures.

While unlikely, the potential to uncover cultural resources during ground-disturbing activities of the erosion control measures cannot be entirely discounted. Damage to these previously undisturbed resources would constitute a significant impact. However, this impact would be mitigated to less than significant with the incorporation of 2012 Final JIP IS/EA Mitigation Measure 3.8-1, which requires inadvertent discovery plan and measures to minimize or eliminate direct impacts to any found significant cultural materials and/or human remains. As a result, there are no changes in the environmental setting or Project characteristics that would raise important new cultural resources issues. Therefore, proposed Project revisions would not alter the conclusions of the 2012 JIP IS/EA, result in any new significant impacts, or substantially increase the severity of the previously identified cultural resources impacts.

3.2.9 Transportation and Traffic

Section 3.9 of the 2012 Final JIP IS/EA analyzed impacts to transportation and traffic and concluded that there would be no impact related to air traffic, transit, bicycle, or pedestrian uses, or conflict with adopted policies, plans, or programs related to those uses. The 2012 JIP IS/EA concluded that implementation of the JIP would result in potentially significant impacts related to

increased construction traffic and emergency access. Implementation of Mitigation Measures 3.9-1a through 3.9-1d reduced these impacts to less than significant by requiring measures to ensure safe access and flow around the work zone, implementation of a traffic control plan, preparation of vehicle movement and detour plans, and identification and utilization of areas for equipment parking, staging, and construction crew parking to limit lane closures in the public right-of-way.

The proposed erosion control measures would occur over an approximate 2-week period, generally on weekdays from 7:00 a.m. to 7:00 p.m. Construction staging would be located in the open gravel parking area on the south side of the intake structure. Construction would require a 5-person crew, with a maximum of 7 construction workers during periods when multiple activities (e.g., trenching, earthwork, hauling, etc.) are occurring concurrently. A maximum of 36 one-way truck trips would be required for grading and structural deliveries. Because the proposed erosion control measures would not result in a change to the general construction techniques or assumptions for construction activities with the JIP, construction of the erosion control measures would also result in a less than significant impact to transportation and traffic with the incorporation of Mitigation Measures 3.9-1a, 3.9-1c and 3.9-1cd. As a result, there are no changes in the environmental setting or project characteristics that would raise important new transportation and traffic issues. Therefore, proposed Project changes would not alter the conclusions of the 2012 Final JIP IS/EA, result in any new significant impacts, or substantially increase the severity of the previously identified hazards and hazardous materials impacts.

3.2.10 Hazards and Hazardous Materials

Section 3.10 of the 2012 Final JIP IS/EA analyzed impacts related to hazards and hazardous materials and concluded that the implementation of the proposed Project would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school because there are no schools within one-quarter mile of the JIP site. The proposed Project is not located within an airport land use plan or within the vicinity of a private airstrip. Lastly, the proposed Project is not located within a fire hazard area as defined by the California Department of Forestry and Fire and would not be subject to wildland fires. The 2012 Final JIP IS/EA concluded that implementation of the JIP would result in potentially significant impacts related to the accidental discovery of hazardous materials and interfering with an adopted emergency response or evacuation plan. Implementation of Mitigation Measures 3.10-2 and 3.10-3a reduced these impacts to less than significant by requiring procedures for unanticipated discovery of hazardous materials and implementation of a traffic control plan.

Because the proposed erosion control measures would not result in a change to the general construction techniques, and construction activities would be located in close proximity to the areas described in the 2012 Final JIP IS/EA, construction of the proposed erosion control measures would also result in a less than significant impact in regards to the potential disturbance, of hazardous materials and interference of emergency access with the incorporation of 2012 Final JIP IS/EA Mitigation Measures 3.10-2 and 3.10-3b. As a result, there are no changes in the environmental setting or project characteristics that would raise important new hazards and hazardous materials issues. Therefore, changes to the proposed Project would not alter the conclusions of the 2012 JIP

IS/EA, result in any new significant impacts, or substantially increase the severity of the previously identified hazards and hazardous materials impacts.

3.2.11 Recreation

Section 3.11 of the 2012 Final JIP IS/EA analyzed impacts to recreation and concluded that implementation of the JIP would have a less than significant impact associated with reduced access or interference with the use of existing recreation opportunities or facilities.

The proposed erosion control measures would be located within the existing footprint of the JIP where no recreational facilities are present. Construction would occur immediately adjacent to the Sacramento River, but would not occur within the river channel and no construction equipment would be placed within the river. Additionally, construction of the erosion control measures would not interfere with or reduce access to recreational activities in the project area, nor would it directly increase demand for recreational facilities that would require the construction or expansion of existing recreational facilities. The proposed Project would also not directly affect recreational resources as the proposed erosion control measures are located within the existing JIP footprint with no existing or planned recreational uses. As a result, there are no changes in the environmental setting or project characteristics that would raise important new recreation issues. Therefore, proposed Project changes would not alter the conclusions of the 2012 JIP IS/EA, result in any new significant impacts, or substantially increase the severity of the previously identified recreation impacts.

3.2.12 Public Services and Utilities

Section 3.13 of the 2012 JIP IS/EA concluded that construction of the JIP would have no impact associated with require the construction or expansion of new wastewater or storm water facilities. The 2012 JIP IS/EA concluded that implementation of the JIP would result in less than significant impacts related to the need for new or expanded governmental facilities, landfill capacity, and solid waste statutes and regulations.

Because the proposed Project would not result in a change to the general construction techniques or assumptions for construction activities related to the need for new wastewater facilities, stormwater facilities, new or expanded governmental facilities, landfill capacity, or violate solid waste statutes and regulations, the proposed Project would also result in a similar less than significant impact to public services. Therefore, proposed Project changes would not alter the conclusions of the 2012 JIP IS/EA, result in any new significant impacts, or substantially increase the severity of the previously identified public services and utilities impacts.

3.2.13 Cumulative and Growth Inducing Effects

The changes to the proposed Project do not alter the underlying impact conclusions or growth assumptions of the 2012 Final JIP IS/EA. Therefore, there would be no change in the cumulative or growth inducing effects of the proposed Project. None of the significance conclusions or findings in the 2012 Final JIP IS/EA would be altered, no new significant impact would occur, and none of the previously identified significant impacts would be substantially worsened.

3.3 Conclusion

This addendum documents that the proposed Project will not result in any new or more severe impacts than those discussed in the 2012 JIP IS/EA. None of the conditions or circumstances that would require preparation of a subsequent or supplemental IS/EA pursuant to Public Resources Code Section 21166 exists for the proposed Project with these changes.

3.4 References

- Environmental Science Associates (ESA). 2007. Davis Woodland Water Supply Project Final Environmental Impact Report. Prepared for the City of Davis, U.C. Davis and the City of Woodland, October 2007.
- Environmental Science Associates (ESA). 2012. RD 2035/Woodland Davis Clean Water Agency Joint Intake and Fish Screen. Prepared for the Reclamation District 2035, October 2012.
- Environmental Science Associates (ESA). 2014. RD 2035/Woodland Davis Clean Water Agency Joint Intake and Fish Screen, Addendum #1. Prepared for the Reclamation District 2035, July 2014.
- West Yost Associates. 2000. RD 2035 Sacramento River Pump Intake Positive Barrier Fish Screen Design and Environmental Review. Technical Memo