Addendum No. 3 to the Environmental Impact Report on the

Natomas Levee Improvement Program
Phase 4a Landside Improvements Project

State Clearinghouse No. 2009032097

Prepared for:

SAFCA
Sacramento
Area Flood
Control
Agency

July 2012

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ADDENDUM NO. 3 TO THE PHASE 4a LANDSIDE EIR

INTRODUCTION

This addendum to the *Final Environmental Impact Report, Natomas Levee Improvement Program Phase 4a Landside Improvements Project* (State Clearinghouse No. 2009032097) (Phase 4a EIR) addresses the removal of approximately 9,000 cubic yards (cy) of spoil material along the West Drainage Canal between Power Line Road and 3,500 feet east of Power Line Road and transport of that material to Sacramento River east levee Reaches 10–12B along the Sacramento River. Because the Phase 4a Project as described and analyzed in the previously certified EIR (Phase 4a EIR) did not identify the potential for hauling of fill material from this location as part of its previous analysis, a minor revision to the certified EIR is necessary. Analysis of removing spoil materials along the West Drainage Canal and transport of that soil to Sacramento River east levee reaches were previously evaluated in the *American River Watershed Common Features Project/Natomas Post-authorization Change Report/Natomas Levee Improvement Program, Phase 4b Landside Improvements Project EIS/EIR* (Phase 4b draft EIS/EIR).

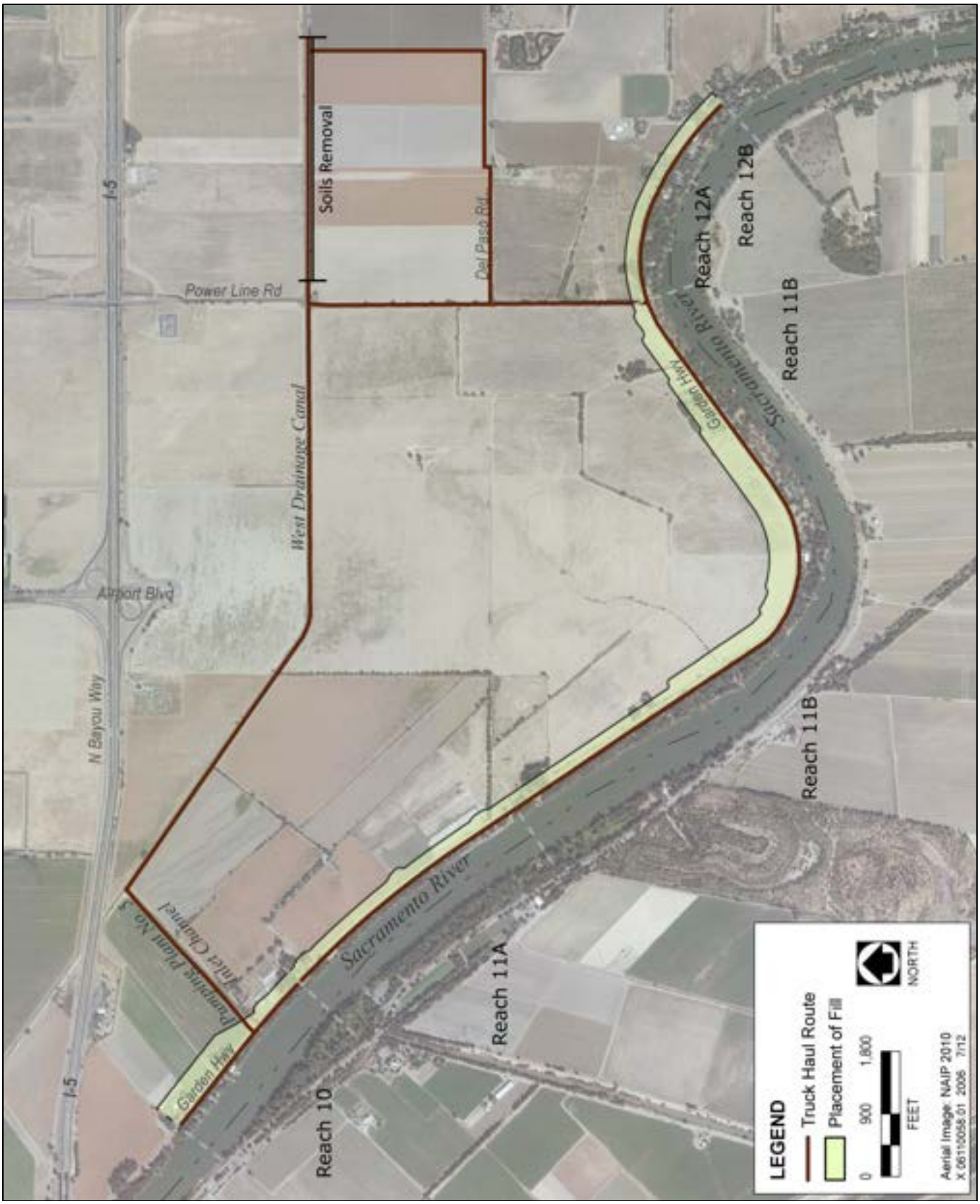
It is important to note that the Phase 4a EIR and EIS were split at the final EIR and final EIS stage. Therefore, references to the Phase 4a environmental analysis is referred to as the "draft EIS/EIR." The final EIR consisted of responses to comments, and together with the draft EIS/EIR constitute the certified EIR. The final EIS was a reprint of the draft EIS/EIR. The Phase 4a draft EIS/EIR and the Phase 4b EIS/EIR are available at the Sacramento Area Flood Control Agency (SAFCA) offices at 1007 7th Street, 7th Floor, Sacramento, CA 95814, and online at SAFCA's Web site (http://www.safca.org/Programs_Natomas.html).

The location of the existing fill material to be transported to Sacramento River east levee Reaches 10–12B and the proposed haul route are depicted on **Plate 1**.

PROJECT DESCRIPTION

REMOVAL OF SPOIL MATERIAL

SAFCA identified the need to procure alternative fill materials for Sacramento River east levee Reaches 10–12B of Phase 4a of the Natomas Levee Improvements Program (NLIP). The entirety of the original source of materials identified and assumed in the Phase 4a draft EIS/EIR is not available for use by SAFCA to complete the Sacramento River east levee improvements as scheduled, and additional material (approximately 9,000 cy) is needed to fill in seepage berm areas and other areas along Sacramento River east levee Reaches 10–12B of the NLIP. The source of the materials contemplated in this addendum is an existing operations and maintenance road along the southwest side (landside) of the West Drainage Canal, east of Sacramento River east levee Reaches 12A and 12B between Power Line Road and the 3,500 feet east of Power Line Road. The fill material would be removed from the West Drainage Canal berm by removing soils on the landside of the berm, while retaining a berm of soil above the existing top of bank of the West Drainage Canal. The existing fill materials (approximately 9,000 cy) had previously been placed along the West Drainage Canal in this area as a result of past sediment removal maintenance activities along the canal. Since the spoils were previously excavated (as sediment removed from the canal) and placed along the berm, the soil has been heavily disturbed. Excavation of the spoil material would require one excavator removing 9,000 cy of soil from the landside of the berm between Power Line Road and 3,500 feet east of Power Line Road. A berm along the West Drainage Canal would remain to continue to provide definition of the canal. No ground disturbance on the waterside of the berm along the West Drainage Canal would occur as a result of the project modification. Removal of the spoils was previously evaluated in the Phase 4b draft EIS/EIR prepared jointly by the U.S. Army Corps of Engineers, Sacramento District and SAFCA (USACE and SAFCA 2009).



Sources: HDR 2011 and AECOM 2012

Proposed Soil Removal Site, Haul Route, and Placement of Fill **Plate 1**

PROPOSED HAUL ROUTE

SAFCA proposes to transport the spoil material located along the West Drainage Canal to Sacramento River east levee Reaches 10–12B, which are located on the east side of the Sacramento River to the south of Interstate 5 (I-5). Loaded haul trucks would travel west along the existing berm-top road along the West Drainage Canal to either Pumping Plant No. 5 Inlet Channel or Power Line Road. If using the Pumping Plant 5 route, trucks would travel west along the existing dirt road along the south side of the Pumping Plant No. 5 Inlet Channel. If using the Power Line Road route, trucks would travel south on Power Line Road to the levee area. Once to the levee, trucks would proceed to Sacramento River east levee Reaches 10–12B via an existing temporary construction haul route adjacent to and landside of the new Sacramento River east levee to deliver the spoils. Once empty, haul trucks would travel north or south along an existing temporary construction haul route adjacent to and landside of the new Sacramento River east levee to northbound Power Line Road, then northward to Del Paso Road, east to a temporary construction haul route along the north side of Del Paso Road. Trucks would turn northward and travel along the west side of The Natomas Basin Conservancy (TNBC) drainage canal and continue to the West Drainage Canal berm road. Trucks would travel approximately 8-9 miles roundtrip between the West Drainage Canal excavation site and Sacramento River east levee Reaches 10–12B.

CONSTRUCTION

One tracked excavator would be used to load fill materials from the West Drainage Canal excavation site into the haul trucks. It is anticipated that approximately 8 haul trucks would be used to transport fill materials from the West Drainage Canal excavation site to Sacramento River east levee Reaches 10–12B. Based on average loading times, it is anticipated that no more than 200 trucks would exit the West Drainage Canal site per day. The capacity of each haul truck is 12 cy, and as a result, approximately 750 truck trips (round-trip) would be required to transport the 9,000 cy of material from the West Drainage Canal site to Sacramento River east levee Reaches 10–12B. The Sacramento County Noise Element (adopted December 15, 1993, amended November 9, 2011) specifically exempts construction noise from the Noise Ordinance standards, with the stipulation that construction activities may not take place between 8 p.m. and 6 a.m. on weekdays and between 8 p.m. and 7 a.m. on weekends. Hauling activities are anticipated to take place for approximately 5 days. This addendum addresses the potential impacts associated with transporting alternative fill material to Sacramento River east levee Reaches 10–12B from the West Drainage Canal excavation site and the potential air quality, noise, traffic, biological resources, and cultural resources impacts associated with activities at the West Drainage Canal site and haul truck trips.

STANDARD FOR PREPARATION OF AN ADDENDUM

Under the State CEQA Guidelines (California Code of Regulations [CCR] Section 15164), an addendum to a previously certified EIR is required when minor modifications in the project are proposed, but none of the conditions described in the State CEQA Guidelines that require either a subsequent EIR (CCR Section 15162) or a supplemental EIR (CCR Section 15163) have occurred.

SUBSEQUENT OR SUPPLEMENTAL ENVIRONMENTAL IMPACT REPORTS

Under the State CEQA Guidelines (CCR Section 15162), a subsequent EIR is required whenever any of the following conditions occur:

- substantial changes are proposed in the project that will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;

- substantial changes occur with respect to the circumstances under which the project is undertaken that will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or

- new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the negative declaration was adopted, shows any of the following:

    - the project will have one or more significant effects not discussed in the previous EIR or negative declaration;

    - significant effects previously examined will be substantially more severe than shown in the previous EIR;

    - 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 proponents decline to adopt the mitigation measure or alternative; or

    - mitigation measures or alternatives that are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

Under the State CEQA Guidelines (CCR Section 15163), a lead or responsible agency may choose to prepare a supplement to an EIR rather than a subsequent EIR if the following conditions occur:

- any of the conditions described in CCR Section 15162 would require the preparation of a subsequent EIR; and

- only minor additions or changes would be necessary to make the previous EIR adequately apply to the project in the changed situation.

ENVIRONMENTAL ANALYSIS

This section of the addendum analyzes the potential effects on the physical environment from implementation of the proposed modification in the Phase 4a Project. This analysis has been prepared to determine whether any of the conditions described above that would require preparation of a subsequent or supplemental EIR would occur as a result of the project modification.

ISSUES NOT ANALYZED FURTHER IN THIS ADDENDUM

The proposed activities described in this addendum constitute a small change in the approved Phase 4a Project and certified Phase 4a draft EIS/EIR. Implementation of the proposed modification would not cause a new significant impact or a substantial increase in the severity or intensity of the impacts identified in the Phase 4a draft EIS/EIR for the issue areas listed below because the use of fill material along Sacramento River east levee Reaches 10–12B is part of the project as described. This activity would modify the origin of a portion of the fill materials needed for the planned improvements to Sacramento River east levee Reaches 10–12B under the Phase 4a Project, but the activities related to the placement of fill along Sacramento River east levee Reaches 10–12B would remain as described and analyzed in the Phase 4a draft EIS/EIR. The proposed modifications would not cause new significant impacts, a substantial increase in the severity of the impacts, or require new mitigation measures beyond those identified in the Phase 4a draft EIS/EIR for the following issue areas:

- agricultural resources;
- land use, socioeconomics, population, and housing;

- geology and soils;
- hydrology and hydraulics;
- fisheries;
- sensitive aquatic habitats;
- vegetation and wildlife;
- special-status terrestrial species;
- cultural resources;
- paleontological resources;
- recreation;
- visual resources;
- utilities and service systems;
- hazards and hazardous materials;
- airport safety;
- wildfire hazards; and
- environmental justice.

It is important to note that conditions surrounding construction activities at the West Drainage Canal site were addressed as part of *American River Watershed Common Features Project/Natomas Post-authorization Change Report/Natomas Levee Improvement Program, Phase 4b Landside Improvements Project EIS/EIR* (Phase 4b draft EIS/EIR) and are not considered part of the Phase 4a Project or this addendum. Any best management practices (BMPs) related to temporary disturbance to soils (e.g., application of erosion control seeding on all disturbed areas), visual resources, biological resources have been addressed as part of the Phase 4b Project environmental review for the *American River Watershed Common Features Project/Natomas Post-authorization Change Report/Natomas Levee Improvement Program, Phase 4b Landside Improvements Project EIS/EIR* and do not require review as part of this addendum. Therefore, any measures related to the temporary disturbance at the West Drainage Canal site are not addressed as part of this addendum and will be implemented as part of the Phase 4b Project.

ISSUES CARRIED FORWARD FOR FURTHER ANALYSIS IN THIS ADDENDUM

AIR QUALITY

Construction-related activities related to the proposed modifications would result in temporary and short-term emissions of criteria air pollutants (e.g., particulate matter [PM_{10}]) and ozone precursors (e.g., reactive organic gases [ROG] and nitrous oxides [NO_X]) associated with material transport. As stated on page 4.11-5 of the Phase 4a draft EIS/EIR, construction-related emissions are described as "short-term" or temporary in duration and represent a significant impact with respect to air quality (fugitive PM_{10}) dust emissions. With respect to the proposed modifications, PM_{10} dust emissions are primarily associated with traffic-generated dust, while ozone precursor emissions of ROG and NO_X are primarily associated with gas and diesel equipment exhaust on- and off-site.

For this analysis, it is assumed that excavation of the spoils would require the use of one tracked excavator and 8 haul trucks. The capacity of each haul truck is 12 cy, and as a result, approximately 750 truck trips (round-trip) would be required to transport the 9,000 cy of material from the West Drainage Canal excavation site to Sacramento River east levee Reaches 10–12B. Hauling activities are anticipated to take place for approximately 5 days. The roads used for the haul route include dirt roads along the West Drainage Canal, Pumping Plant No. 5 access road, and the existing temporary construction haul route adjacent to and landside of the new Sacramento River east levee. Power Line Road and Del Paso Road are paved roads.

Construction emissions associated with soil excavation along the West Drainage Canal were previously evaluated in the *American River Watershed Common Features Project/Natomas Post-authorization Change Report/Natomas Levee Improvement Program, Phase 4b Landside Improvements Project EIS/EIR* (Phase 4b draft EIS/EIR). The Phase 4b draft EIS/EIR analyzed ROG, NO_X, and PM_{10} emissions from excavation, material

handling, motor vehicle exhaust associated with construction equipment, construction employee commute trips, material transport (especially on unpaved surfaces), material handling and other construction activities associated with construction of the Phase 4b Project, including excavation and reclamation in the borrow areas.

Actions under this addendum would result in less air quality impacts than those impacts disclosed in the Phase 4b draft EIS/EIR because soil excavation would occur closer to the location of final placement than analyzed in the Phase 4b draft EIS/EIR, resulting in lower dust emissions from traffic-generated dust. The round trip distance between the West Drainage Canal excavation site, Sacramento River east levee Reaches 10–12B and back to the excavation site is approximately 8-9 miles. Distances analyzed in the Phase 4b draft EIS/EIR were greater than this distance. In addition, a portion of the proposed haul route would be along Power Line Road and Del Paso Road, which are paved roads. Truck traffic along paved roads would not contribute to transportation-related fugitive dust emissions.

Thus, temporary construction-generated emissions associated with the proposed modifications would not violate an air quality standard or contribute substantially to an existing or projected air quality violation beyond the conclusions of the Phase 4b draft EIS/EIR. No new significant impact or substantial increase in the severity of impacts identified in the Phase 4b draft EIS/EIR would occur. Impacts would remain significant and unavoidable with respect to construction emissions as determined in the Phase 4b draft EIS/EIR. Mitigation Measure 4.11-a would be implemented with respect to the proposed modifications, but no new mitigation measures would be required.

No new long-term operational air quality emissions would occur as a result of the proposed modification to the Phase 4a Project of the NLIP. No new significant impact or substantial increase in the severity of impacts identified in the Phase 4a draft EIS/EIR would occur. No mitigation measures from the Phase 4b draft EIS/EIR would apply to operational air quality emissions, and no new mitigation measures would be required.

NOISE

The Sacramento County Noise Element (adopted December 15, 1993, amended November 9, 2011) exempts construction-related noise from its noise limitations as long as construction activities are limited to between the hours of 6 a.m. to 8 p.m., Monday through Friday, and between the hours of 7 a.m. to 8 p.m. on Saturdays and Sundays. As discussed in the Phase 4a draft EIS/EIR, hauling activities between the excavation sites, in this case the West Drainage Canal excavation site, and Sacramento River east levee Reaches 10–12B are largely expected to occur during daylight hours. There are scattered residences in the vicinity of the West Drainage Canal excavation site and the Sacramento River east levee Reaches 10–12B which could be affected by noise generated during excavation, soil hauling or placement of fill material. As described on page 4.12-11 of the Phase 4a draft EIS/EIR, because of the need to complete levee improvements outside of the flood season and because of other environmental constraints on project schedule, it may be necessary to conduct some hauling activity during some noise-sensitive early morning and nighttime hours, potentially resulting in sleep disturbance at nearby residences. However, implementation of Phase 4a draft EIS/EIR Mitigation Measure 4.12-c "Implement Noise-Reduction Measures to Reduce the Impacts of Haul Truck Traffic Noise," would reduce noise levels associated with hauling, but not to a less-than-significant level. As such, the movement of fill materials from the West Drainage Canal excavation site to Sacramento River east levee Reaches10–12B would not represent a new potentially significant construction-noise impact associated with the project or substantial increase in the severity of impacts identified in the Phase 4a draft EIS/EIR. The proposed modification would not result in a substantial increase in the severity of impacts identified in the Phase 4a draft EIS/EIR. No new mitigation measures would be required.

No new long-term operational noise would occur as a result of the proposed modifications to the Phase 4a Project. As a result, no new significant impact or substantial increase in the severity of impacts identified in the Phase 4a draft EIS/EIR would occur. No new mitigation measures would be required.

TRANSPORTATION AND CIRCULATION

As noted previously, the proposed modifications would involve the transport of approximately 9,000 cy of excavated material from the West Drainage Canal site to Sacramento River east levee Reaches 10–12B of the Phase 4a Project. The proposed modifications to the Phase 4a Project have the potential to affect existing roadway traffic volumes and degrade the level of service (LOS) along the proposed haul route. Loaded haul trucks would travel west along the existing berm-top road along the West Drainage Canal to either Pumping Plant No. 5 Inlet Channel or Power Line Road. If using the Pumping Plant 5 route, trucks would travel west along the existing dirt road along the south side of the Pumping Plant No. 5 Inlet Channel. If using the Power Line Road route, trucks would travel south on Power Line Road to the levee area. Once to the levee, trucks would proceed to Sacramento River east levee Reaches 10–12B via an existing temporary construction haul route adjacent to and landside of the new Sacramento River east levee to deliver the spoils. Once empty, haul trucks would travel north or south along an existing temporary construction haul route adjacent to and landside of the new Sacramento River east levee to northbound Power Line Road, then northward to Del Paso Road, east to a temporary construction haul route along the north side of Del Paso Road. Trucks would turn northward and travel along the west side of TNBC drainage canal and continue to the West Drainage Canal berm road.

The movement of this material would be designed and scheduled so that there would be minimal impacts to these roadways. Due to the carrying capacity of each truck (approximately 12 cy), approximately 750 total truck trips would be necessary to move the material from the West Drainage Canal excavation site to Sacramento River east levee Reaches 10–12B. Based on average loading times, it is anticipated that no more than 200 trucks would exit the West Drainage Canal site per day. Trucks would travel approximately 8-9 miles roundtrip between the West Drainage Canal site and Sacramento River east levee Reaches 10–12B. The distance between the proposed excavation site and fill site is less than that analyzed in the Phase 4a draft EIS/EIR and Phase 4b draft EIS/EIR.

Because traffic would be managed during construction, only a slight increase in congestion would occur. Furthermore, as stated on page 4.10-5 of the Phase 4a draft EIS/EIR, SAFCA shall implement Mitigation Measure 4.10-a, "Prepare and Implement a Traffic Safety and Control Plan for Construction-Related Truck Trips," which was previously adopted and incorporated into the Phase 4a Project (see USACE and SAFCA 2009:4.10-5).

As such, no new or substantially increased significant environmental effects would occur. Impacts would remain significant and unavoidable with respect to construction traffic as determined in the Phase 4a draft EIS/EIR and Phase 4b draft EIS/EIR. No new mitigation measures would be required.

BIOLOGICAL RESOURCES

Section 4.7, "Biological Resources," of the Phase 4b draft EIS/EIR evaluated the potential for biological impacts along the West Drainage Canal to waterside and landside woodland and shaded habitats, existing wildlife corridors, jurisdictional waters, special-status plant species, special-status wildlife species, and fish and aquatic habitats. Section 4.7, "Biological Resources," of the Phase 4a draft EIS/EIR analyzed the potential for biological impacts associated with the placement of fill materials along Sacramento River east levee Reaches 10–12B.

Excavation of materials along the West Drainage Canal would remove existing fill on the landside of the berm. The existing berm along the West Drainage Canal consists of fill material previously excavated from the canal. The soil sediment that had settled in the West Drainage Canal was removed and placed in the West Drainage Canal berm. The soil is not native to that location and does not support mature vegetation. Soil excavation along the West Drainage Canal would result in the removal of soil on the landside of the berm. Neither vegetation nor soil on the waterside of the berm would be disturbed. There would be no effect on the water in the West Drainage Canal. No trees would be removed as part of the excavation.

The proposed haul route would use existing dirt and paved roadways; no off-road hauling would be required. Therefore, soil hauling would not adversely affect biological resources.

Placement of fill along Sacramento River east levee Reaches 10–12B was fully analyzed in the Phase 4a draft EIS/EIR. No biological impacts beyond those disclosed in the Phase 4a draft EIS/EIR would occur as a result of the placement of fill in these locations.

As such, no new or substantially increased significant environmental effects would occur. Impacts would remain significant and unavoidable with respect to biological resources as determined in the Phase 4a draft EIS/EIR and Phase 4b draft EIS/EIR. No new mitigation measures would be required.

CULTURAL RESOURCES

The Phase 4a draft EIS/EIR analyzed the Area of Potential Effect (APE) for placement of fill materials along the Sacramento River east levee Reaches 10–12B. The Phase 4b draft EIS/EIR analyzed the APE for excavation of fill materials along the West Drainage Canal. The Phase 4a draft EIS/EIR analyzed the potential for encountering Native American artifacts and other known and unknown cultural and archeological resources along the Sacramento River (including Sacramento River east levee Reaches 10–12B), while the Phase 4b draft EIS/EIR analyzed the potential for encountering those resources along the West Drainage Canal.

The existing berm along the West Drainage Canal consists of fill material previously excavated from the canal. The soil sediment that had settled in the West Drainage Canal was removed and placed in the West Drainage Canal berm. As a result, it is highly unlikely that any Native American artifacts or other cultural or paleontological resources would be uncovered during excavation.

As such, no new or substantially increased significant environmental effects would occur. Impacts would remain significant and unavoidable with respect to Native American and cultural resources as determined in the Phase 4a draft EIS/EIR and Phase 4b draft EIS/EIR. No new mitigation measures would be required.

IMPACT CONCLUSION

The proposed modifications in the Phase 4a Project analyzed in this addendum would not require major revisions to the Phase 4a draft EIS/EIR because no new substantial impacts would result, and the impacts presented in this addendum would not increase the severity of environmental effects identified in the Phase 4a draft EIS/EIR and Phase 4b draft EIS/EIR. Furthermore, no changes in the circumstances under which the project modifications would be undertaken would require major revisions to the Phase 4a draft EIS/EIR because of new or substantially increased significant environmental effects. In addition, no new information of substantial importance has been discovered that would trigger or require major revisions to the Phase 4a draft EIS/EIR because of new or substantially increased significant environmental effects. No new mitigation measures, beyond those identified in the Phase 4a draft EIS/EIR or Phase 4b draft EIS/EIR would be required for the proposed project modifications. Therefore, no subsequent or supplemental EIR is required before approval of the activities proposed in this addendum.

REFERENCES CITED

U.S Army Corps of Engineers and Sacramento Area Flood Control Agency. 2009 (August 28). *Draft Environmental Impact Report on the Natomas Levee Improvement Program Phase 4a Landside Improvements Project.* State Clearinghouse No. 2009032097. Sacramento, CA. Prepared by EDAW/AECOM, Sacramento, CA.

Sacramento Area Flood Control Agency. 2010 (July 2). *Draft Environmental Impact Statement/Draft Environmental Impact Report on the American River Watershed Common Features Project/Natomas Post-authorization Change Report/Natomas Levee Improvement Program, Phase 4b Landside Improvements Project.* State Clearinghouse No. 2009112025. Sacramento, CA. Prepared by AECOM, Sacramento, CA.

USACE and SAFCA. *See* U.S. Army Corps of Engineers and Sacramento Area Flood Control Agency.

SAFCA. *See* Sacramento Area Flood Control Agency.