

RD 2035/WDCWA JOINT INTAKE AND FISH SCREEN

Initial Study/Environmental Assessment Addendum #1

Prepared for
Reclamation District 2035
United States Bureau of Reclamation

July 2014



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SECTION 1

Background and Purpose of this Addendum

1.1 Background

Reclamation District 2035 (RD 2035 or District) existing unscreened 400 cubic feet per second (cfs) intake is one of the largest unscreened Sacramento River Diversions remaining along the Sacramento River north of the Sacramento-San Joaquin Delta. Water from the intake is diverted under County Road 117 into a channel that feeds into the RD 2035 water supply system. The supply system serves agricultural and other users within the RD 2035 service area.

RD 2035 or District began planning the fish screen project in 2000. The District prepared a feasibility report that evaluated a full range of alternatives to be considered (West Yost Associates, 2000). The report presented details on numerous alternatives and various configurations for consideration as alternatives. The District determined a flat-plate screen would provide the best configuration for the development, operation, and maintenance of a new, screened Sacramento River diversion (Proposed Project/Action).

In September 2009, the Cities of Woodland and Davis established the Woodland-Davis Clean Water Agency (WDCWA), a joint powers authority, to implement and oversee the Davis Woodland Water Supply Project (DWWSP). The DWWSP would provide the cities of Woodland and Davis a higher quality, more reliable water supply. The DWWSP was approved in 2007, following the certification and adoption of a Final Environmental Impact Report (FEIR) that analyzed the construction of a Sacramento River intake, water treatment plant, and related infrastructure. The preferred intake alternative in the 2007 DWWSP FEIR identifies joint use of RD 2035's proposed diversion facility.

Under the Proposed Project/Action, Reclamation proposes to provide cost share funding for the design and construction of RD 2035's new intake and fish screen through the Anadromous Fish Screen Program (AFSP). None of these funds would be used for the construction of DWWSP facilities. While the proposed joint intake facility would be constructed to accommodate the DWWSP, WDCWA would be responsible for funding project elements related to the DWWSP. Reclamation does not have a federal action related to the DWWSP and the federal scope of the Proposed Project/Action is limited to the construction footprint of the proposed intake and fish screen. Construction of the two projects (RD 2035 Fish Screen Project and DWWSP) would occur 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 the United States Department of Interior (DOI) Bureau of Reclamation (Reclamation), the Federal lead agency under the National Environmental Policy Act (NEPA), circulated the Draft Initial Study/Environmental Assessment (IS/EA) for the Proposed

Project/Action for 30 days between May 1, 2012 through June 1, 2012. The following actions took place during the preparation, distribution and review of the Draft IS/EA.

- The Draft 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 Draft IS/EA was noticed in the following newspapers:
 - Sacramento Bee (May 1, 2012)
 - Davis Enterprise (May 1, 2012)
- The Draft IS/EA was made available for review on the Reclamation website: http://www.usbr.gov/mp/nepa/nepa_projdetails.cfm?Project_ID=9544.
- The Draft 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 Draft IS/EA.

On August 28, 2012, RD 2035 adopted the IS/MND and approved the Proposed Project/Action. 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).

Since project approval, refinements to certain elements of construction phase of the Proposed Project/Action have been identified. These refinements are described in more detail in Section 2 below. As a result RD 2035 has prepared this CEQA Addendum #1 to the IS/EA.

1.2 Purpose of the Addendum

This Addendum has been prepared in accordance with requirements of the National Environmental Policy Act (NEPA) (42 U.S.C. 4321 et seq.); Council on Environmental Quality regulations implementing NEPA (40 CFR parts 1500–1508); California Environmental Quality Act (CEQA); and in compliance with the State CEQA Guidelines Section 15162. Reclamation is the NEPA lead agency, and RD 2035 is the CEQA lead agency. These agencies together will consider the potential environmental impacts of the modified project. This Addendum is an informational document, intended to be used in the planning and decision-making process as provided in Section 15164 of the CEQA Guidelines, and within 40 CFR 1508.9 and 43 CFR 46.300-325, and the U.S. Bureau of Reclamation NEPA Handbook.

Specifically, under section 15164 of the CEQA Guidelines, the lead agency or a responsible agency shall prepare an addendum to a previously certified EIR or negative declaration if some changes or additions are necessary but none of the conditions described in Section 15162 requiring preparation of a subsequent EIR or negative declaration have occurred. Section 15162 of the Guidelines lists the conditions that would require the preparation of a subsequent EIR or negative declaration rather than an addendum. These include the following:

1. Substantial changes are proposed in the project which 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;
2. Substantial changes occur with respect to the circumstances under which the project is undertaken which 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
3. New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time of the previous EIR was certified as complete or the negative declaration was adopted, shows any of the following:
 - a. The project will have one or more significant effects not discussed in the previous EIR or negative declaration;
 - b. Significant effects previously examined will be substantially more severe than shown in the previous EIR;
 - c. 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
 - d. Mitigation measures or alternatives which 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.

This Addendum documents that the modified project assumptions do not trigger any of the 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

2.1 Project Overview

The Proposed Project/Action would construct a joint use screened intake that replaces RD 2035's presently unscreened intake while maintaining a maximum total intake flow capacity of 400 cfs (same as the existing intake facility). RD 2035 and WDCWA pumps would be located separately on an in-river intake and pump station facility, and would pump water over the levee through piping located above the 100-year flood elevation. Water diverted by RD 2035 would pass through flow meters and be routed to the existing RD 2035 main distribution canal for further delivery. Water diverted by WDCWA would pass through separate flow meters prior to conveyance to the DWWSR raw water transmission pipelines. Figure 1 shows a site plan, including staging areas, of the Proposed Project/Action as identified in the Previously Approved IS/EA.

2.2 Proposed Project/Action Changes

24-Hour Tremie Slab Concrete Pour

Page 2-9 of the previously approved IS/EA identified installation of tremie seal concrete (concrete placed under water) to seal the bottom of the cofferdam and reduce river inflow to the cofferdam during construction. Since approval of the IS/EA, design refinements related to the installation of the tremie seal have been made. Specifically, soil will be removed from inside the sheet-pile cofferdam to get down to the level where the installation of the tremie seal concrete pours will occur. The first concrete pour will be an approximately 9-foot thick concrete slab placed under water. The tremie slab will seal the bottom of the cofferdam so that the area inside the cofferdam can be dewatered. The tremie slab must be heavy enough to resist the upward water pressure and have a low enough leakage rate that the area can be kept dry.

The tremie slab will consist of approximately 4,000 cubic yards of concrete. The slab must be placed in one continuous pour to avoid construction joints which would provide a path for excessive water leakage. The rate at which large amounts of concrete like this can be placed is limited by several factors including dissipation of the heat generated by the chemical reactions taking place in the concrete and the space available for trucks to deliver concrete to the site.

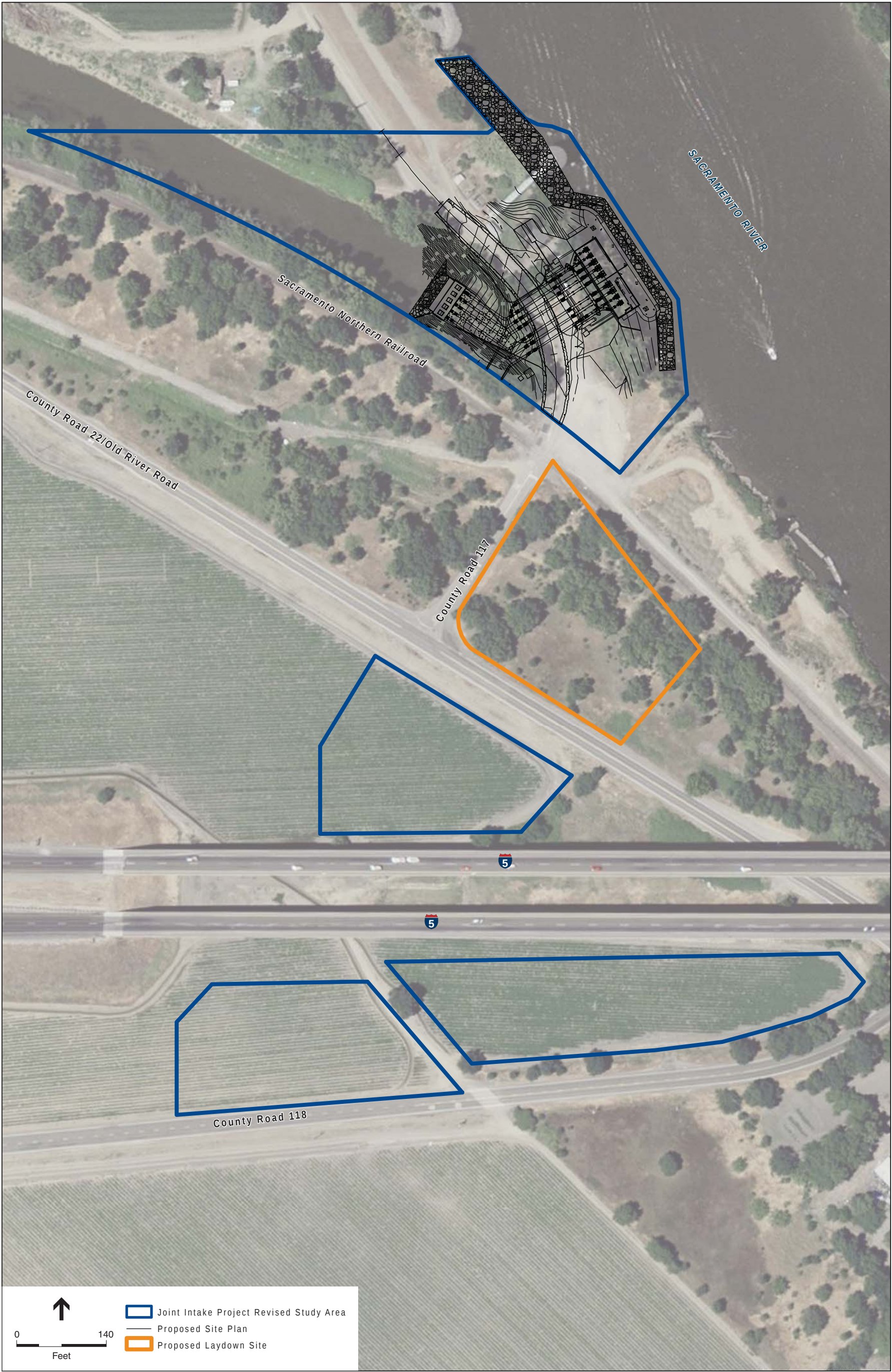
The concrete will be delivered by trucks with approximately 9.5 cubic yards of concrete per truck load or a total of 420 concrete truck trips to and from the site. Two concrete pumpers will pump the concrete from the trucks into the cofferdam. Crews will operate concrete vibrators to consolidate the concrete. A generator will be used to provide electric power during the operation. The concrete

trucks, concrete pumpers, concrete vibrators, and the generator will be the primary sources of noise during this operation. This operation will be similar to a concrete foundation pour.

It is estimated that it will take about 24 hours to install the tremie seal. In the previously approved IS/EA for the project, noise levels for a concrete foundation pour were estimated to be up to 85 dBA at about 50 feet from the noisiest piece of equipment. Installation of the tremie seal will be consistent with these noise levels. In addition, Mitigation Measure 3.4-1a from the previously approved IS/EA, prescribed a construction work window between the hours of 7:00 a.m. and 7:00 p.m. Monday through Friday, and only interior construction shall be allowed between the hours of 7:00 a.m. and 7:00 p.m. on Saturday to avoid noise-sensitive hours of the day. However, during the 24 hour period the tremie seal will be installed, construction activities would occur outside of this prescribed construction work window. Lastly, installation of the tremie seal will require lighting during the night-time work. OSHA requires minimum illumination intensities for safety of 3 foot-candles in the concrete placement area and 5 foot-candles in the truck staging area.

Proposed New Contractor Laydown Site

RD 2035 has identified the need for additional space for a contractor laydown site. The proposed laydown site is located east of County Road 117 and north of Old River Road in the vicinity of Interstate 5 (I-5) in Yolo County, CA and is shown in Figure 1 and Figure 2. The property owner of this parcel plans on converting the site to support their agricultural operations. Balfour Beatty Infrastructure, Inc. proposes to rent the site from the property owner for use as a laydown site for construction equipment, materials, and contractor trailers. Site preparation for the laydown area will require the removal of two trees over 12-inches in diameter. Approximately 21,000 square-feet of area will be covered with rock (520 tons). All of this work is being done by the property owner and will be left in place and used by the property owner for their future use as part of an agricultural yard. A biological site assessment and survey was conducted for the site and is included as Appendix A of this addendum.

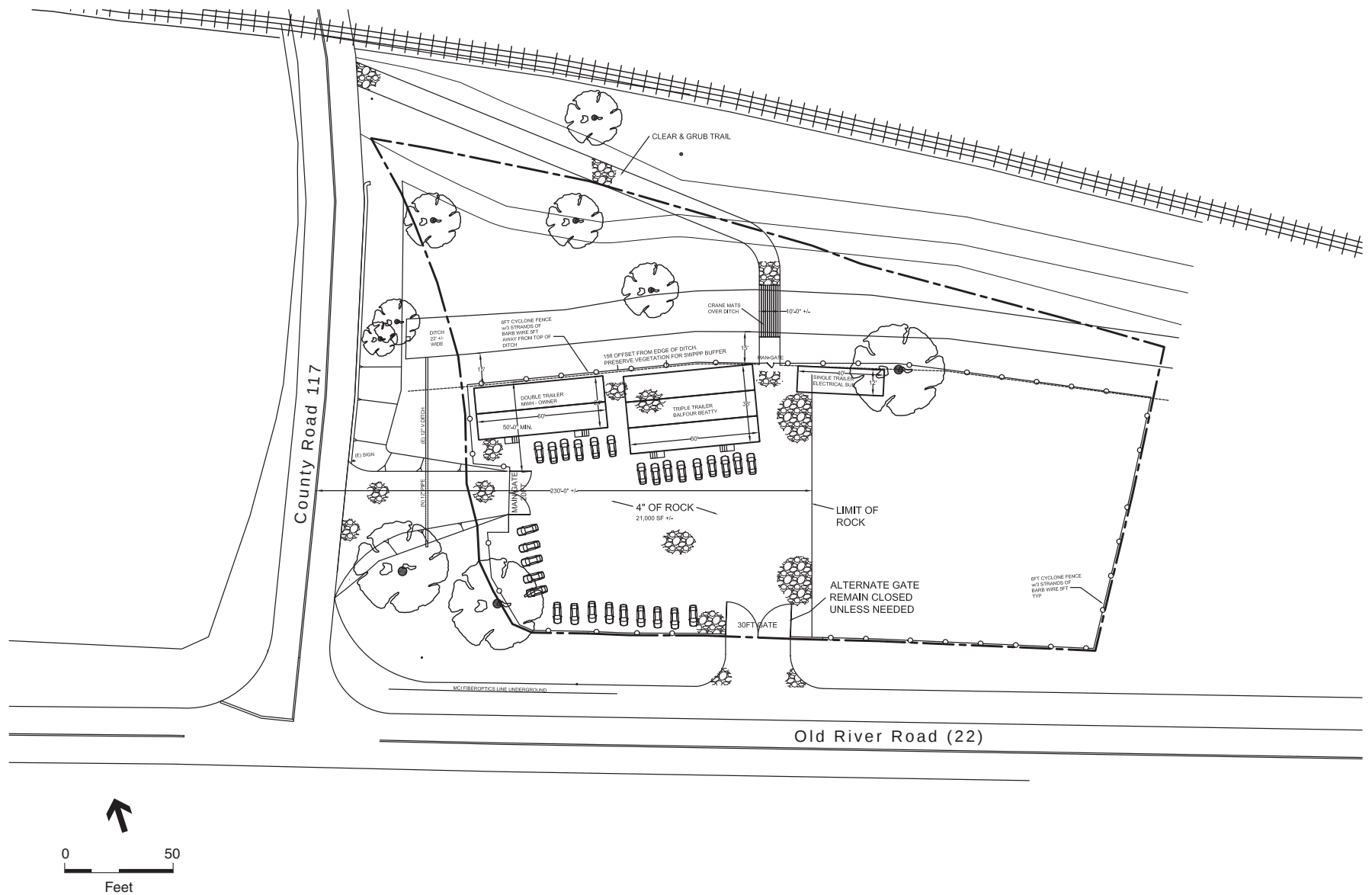


SOURCE: ESRI, 2011; MWH, 2011; and ESA, 2012

Reclamation District 2035 Joint Intake Project . 207705

Figure 1
May 2012 RD 2035/WDCWA Joint Intake and Fish Screen Project Final IS/EA
Figure 2-1 – Proposed Site Plan

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SOURCE: Balfour Beatty Infrastructure Inc., 2014

Reclamation District 2035 Joint Intake Project . 207705

Figure 2
Proposed Laydown Site

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SECTION 3

Analysis of Potential Environmental Effects

3.1 Introduction

The previously approved IS/EA evaluated the following environmental issues: 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; Socioeconomics, Environmental Justice, and Indian Trust Assets; Public Services and Utilities; Cumulative Effects; and Growth Inducing Effects. These issues are re-evaluated in this addendum in light of the proposed modifications to the project description. This evaluation determines whether, with these modifications, implementation of the Proposed Project/Action will result in any new significant impacts or substantially more severe impacts than identified in the previously approved IS/EA. Section 3.0, Affected Environment and Environmental Consequences of the previously approved IS/EA describes the criteria that were used to determine the significance of environmental impacts. All mitigation measures identified were subsequently adopted by RD 2035 as conditions of project approval. All applicable measures will also apply to the proposed modifications described in this addendum. Because the project modifications would generally only affect the construction phase of the Proposed Project/Action, operational impacts are not discussed for all issue areas within this addendum.

3.2 Impact Analysis

These following issue areas are re-evaluated below to determine whether the proposed modifications described in Section 2.0 above will result in any new significant impacts or substantially more severe impacts than those described in the previously approved IS/EA.

Land Use and Agriculture

Section 3.1 of the previously approved IS/EA did not identify significant land use and agriculture impacts associated with construction of the Proposed Project/Action. Construction of the modified project would not result in changes such that new impacts to land use and agriculture would occur. The proposed contractor laydown area would be used temporarily for construction staging. Once construction is completed it would be used to support adjacent agricultural operations for the property owner which is consistent with the Yolo County General Plan Land Use Designation for the Project Area (Agricultural). Therefore, the proposed modifications to the project would not alter the conclusions of the previously approved IS/EA, result in any new

significant impacts, or substantially increase the severity of the previously identified land use and agricultural impact conclusions.

Aesthetics

Section 3.2 of the previously approved IS/EA concluded that there would be no aesthetics impacts associated with construction activities. Similarly, temporary construction activities associated with the modified project would not change such that it would result in new aesthetics impacts. Modified construction activities at the proposed joint intake site would be consistent with those described in the previously approved IS/EA and only represents a change in one element of the construction techniques for pouring concrete. This modified construction technique would take place over a 24 hour period and would not substantially change the aesthetic quality of the surrounding environment. While new nighttime light sources would be required to facilitate construction of the modified project, it would only occur outside the previously approved construction window for a 24-hour period. Ultimately construction activities would be temporary, and impacts to aesthetics as a result of construction activities would also be temporary. In addition, the proposed contractor laydown area would be used temporarily for construction staging. Once construction is completed it would be used to support adjacent agricultural operations for the property owner could be considered to be aesthetically consistent with adjacent agricultural areas and uses. Therefore, the proposed modifications to the project would not alter the conclusions of the previously approved IS/EA, result in any new significant impacts, or substantially increase the severity of the previously identified aesthetics impact conclusions.

Air Quality and Climate Change

Section 3.3 of the previously approved IS/EA concluded that construction activities would result in potentially significant construction-related air emissions consisting of exhaust emissions from vehicles and other equipment, and fugitive dust emissions associated with grading and excavation. Air quality emissions associated with construction activities would be reduced to less than significant with the incorporation of previously approved IS/EA Mitigation Measure 3.3-1, which include measures designed to reduce construction related exhaust and particulate emissions consistent with the Yolo-Solano Air Quality Management District. Impacts related to odor were determined to be less than significant given that water supply facilities are not a typical odor generating use.

Construction of the modified project would not change the construction emissions assumptions from the previously approved IS/EA. Implementation of previously approved IS/EA Mitigation Measure 3.3-1 would be implemented to reduce potential construction emissions impacts. Therefore, the proposed modifications to the project would not alter the conclusions of the previously approved IS/EA, result in any new significant impacts, or substantially increase the severity of the previously identified air quality impact conclusions.

Noise and Vibration

Section 3.4 of the previously approved IS/EA concluded that potentially significant impacts would be limited to nighttime noise impacts during construction at the joint intake site during pile driving and concrete pouring activities. However, construction noise would be mitigated to less than significant with the incorporation of Mitigation Measures 3.4-1a through 3.4-1f, which limits the construction activities between the hours of 7 a.m. to 7 p.m and includes other measures to address potential nuisance noise impacts associated with the construction phase of the Proposed Project/Action.

Generally, the modified project would result in similar construction noise impacts as those described in the previously approved IS/EA. Noise levels would not exceed the estimates provided in Table 3.3-3 and 3.3-4 of the previously approved IS/EA. However, for approximately one 24 hour period, construction activities would fall outside the 7 a.m. to 7 p.m. construction window as prescribed in Mitigation Measure 3.4-1a. However, because there is no construction noise standard for Yolo County and because construction noise would be temporary and for a short duration outside the prescribed construction work window, the modified project would still result in less than significant operational noise impacts with the incorporation of revised Mitigation Measure 3.4-1a.

Revised Mitigation Measure 3.4-1a: In order to avoid noise-sensitive hours of the day and night, construction contractors shall comply with the following:

- With the exception of the installation of the tremie concrete slab, construction activities shall be limited to between the hours of 7:00 a.m. and 7:00 p.m. Monday through Friday, and only interior construction shall be allowed between the hours of 7:00 a.m. and 7:00 p.m. on Saturday to avoid noise-sensitive hours of the day.
- Pile-driving shall be limited to between 8:00 a.m. and 4:00 p.m. Monday through Friday.

Therefore, the proposed modifications to the project would not alter the conclusions of the previously approved IS/EA, result in any new significant impacts, or substantially increase the severity of the previously identified transportation and circulation impact conclusions.

Geology, Soils, and Seismicity

Section 3.5 of the previously approved IS/EA concluded that potentially significant geology, soils, and seismicity impacts during the construction phase would be limited to seismic hazards and seismic related ground failure and construction related soils erosion. These impacts would be mitigated to less than significant with the incorporation of previously approved IS/EA Mitigation Measures 3.5-1 and through 3.5-2 which include consultation with State and Federal agencies with oversight of geologic and seismic hazards and incorporation of BMPs to reduce soils related erosion during construction.

Construction activities associated with the modified project would be consistent with those described in the previously approved IS/EA and would not result in new significant impacts related to geology, soils, and seismicity. Implementation of Mitigation Measures 3.5-1 and through 3.5-2 would continue to reduce impacts associated with seismic hazards and construction related soils erosion to less than significant. Therefore, the proposed modifications to the project would not alter the conclusions of the previously approved IS/EA, result in any new significant impacts, or substantially increase the severity of the previously identified geology, soils, and seismicity impact conclusions.

Hydrology and Water Quality

Section 3.6 of the previously approved IS/EA concluded that construction activities would require dewatering of shallow groundwater in the immediate vicinities of project excavations and installation of project facilities which could affect the quality of adjacent groundwater and surface water users. These discharges may contain sediments, dissolved solids, salts, and other water quality constituents found in the shallow groundwater, which could degrade the quality of receiving waters. These potentially significant impacts would be mitigated to less than significant with the implementation of Mitigation Measure 3.6-1a through 3.6-1d, which would require groundwater discharge monitoring in addition to applying for, and obtaining, a National Pollutant Discharge Elimination System (NPDES) Permit and the preparation of a Storm Water Pollution Prevention Plan (SWPPP).

Construction activities associated with the modified project would be consistent with those described in the previously approved IS/EA and would not introduce new significant impacts to receiving waters. Because construction activities would be required to comply with Mitigation Measure 3.6-1a through 3.6-1d, potential impacts to hydrology and water quality associated with construction phase dewatering and other construction activities would be mitigated to less than significant. Therefore, the proposed modifications to the project would not alter the conclusions of the previously approved IS/EA, result in any new significant impacts, or substantially increase the severity of the previously identified groundwater hydrology and quality impact conclusions.

Biological Resources

Section 3.7 of the previously approved IS/EA concluded that construction activities may have the potential to adversely affect the habitat and temporarily impede the local movement of state and federally-listed species during construction. However, impacts to these species would be reduced to less than significant with the implementation of previously approved IS/EA Mitigation Measures 3.7-1a through 3.7-1k, 3.7-2a, and 3.7-4 which include pre-construction through post-construction measures to address impacts to habitat or species that may be present in or adjacent to the construction area.

A biological site assessment and survey was conducted for the proposed laydown site and is included as Appendix A of this addendum. As described in Appendix A, construction of the modified project, specifically the proposed laydown area, would encounter similar significant construction related

impacts to habitat and/or species as those described in the previously approved IS/EA. However, implementation of the previously approved IS/EA Mitigation Measures described above would reduce impacts to these sensitive resources to less than significant. Therefore, the proposed modifications to the project would not alter the conclusions of the previously approved IS/EA, result in any new significant impacts, or substantially increase the severity of the previously identified biological resources impact conclusions.

Cultural Resources

Section 3.8 of the previously approved IS/EA concluded that construction activities have the potential to disturb or destroy undiscovered archaeological resources, Native American human remains, or paleontological resources. However, these impacts would be reduced to less than significant within the implementation of Mitigation Measure 3.8-1 which requires implementation of a construction monitoring and inadvertent discovery plan and measures to minimize or eliminate direct impacts to any found significant archaeological, Native American, or paleontological resources.

Construction of the modified project, specifically construction activities associated with the proposed lay down area could result in similar potentially significant impact to undiscovered cultural resources. Unknown or undiscovered paleontological resources, sites, or geologic features, historic sites, human burial sites, and/or scattered remains related to historic and prehistoric occupation of the area could be inadvertently encountered anywhere within the project area during construction activities. 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 previously approved IS/EA Mitigation Measure 3.8-1, which requires implementation of avoidance measures in the event that undiscovered resources are encountered to minimize or eliminate direct impacts to these resources. Therefore, the proposed modifications to the project would not alter the conclusions of the previously approved IS/EA, result in any new significant impacts, or substantially increase the severity of the previously identified cultural resources impact conclusions.

Transportation and Traffic

Section 3.9 of the previously approved IS/EA concluded that potentially significant traffic impacts associated with construction activities would be limited to the construction phase of the project. However, implementation of Mitigation Measures 3.9-1a through 3.9-1d, which includes preparation of a traffic control plan during the construction phase, as appropriate, and coordination of local transportation agencies during periods of heavy construction, would reduce transportation and traffic impacts to less than significant.

Construction of the modified project would not significantly change the assumptions related to construction traffic and would have a similar less than significant impact on transportation and traffic with the implementation of Mitigation Measures 3.9-1a through 3.9-1d, which include measures to reduce or eliminate transportation and circulation conflicts during the construction.

Therefore, the proposed modifications to the project would not alter the conclusions of the previously approved IS/EA, result in any new significant impacts, or substantially increase the severity of the previously identified transportation and traffic impact conclusions.

Hazards and Hazardous Materials

Section 3.10 of the previously approved IS/EA identified potentially significant hazards and hazardous materials impacts during construction activities specifically related to the transport of hazardous materials, potential for an accidental spill, potential exposure to hazardous materials and hazardous materials sites located adjacent to project area. These impacts would be mitigated to less than significant through compliance with state and federal laws governing the transport, handling, and storage of hazardous materials and with the incorporation of previously approved IS/EA Mitigation Measures 3.10-2.

Construction and operation of the modified project would have a similar less than significant impact on hazards and hazardous materials with the incorporation of the above mentioned mitigation measures. Based on land use information described in Section 3.1 of the previously approved IS/EA, there is no information that indicates the presence of hazardous materials at the proposed laydown site. Therefore, the proposed modifications to the project would not alter the conclusions of the previously approved IS/EA, result in any new significant impacts, or substantially increase the severity of the previously identified hazards and hazardous materials impact conclusions.

Recreation

Section 3.11 of the previously approved IS/EA concluded that construction activities would have no impact on recreational resources. Construction of the modified project would not directly affect recreational resources. Specifically, the proposed laydown area is located on private land with no existing or planned recreational uses. Therefore, the proposed modifications to the project would not alter the conclusions of the previously approved IS/EA, result in any new significant impacts, or substantially increase the severity of the previously identified recreation impact conclusions.

Socioeconomics, Environmental Justice, and Indian Trust Assets

As described in Section 3.12 of the of the previously approved IS/EA, demographic analysis of the local population indicates that no minority or low-income communities of concern are located within the affected environment for the Proposed Project/Action that warrant environmental justice analysis. Reclamation has determined that there are no ITAs within the vicinity of the project area. Consequently, no environmental justice, socioeconomic or Indian trust impacts are associated with the Proposed Project/Action.

Construction and operation of the modified project would have occur within the same demographic area as described in the previously approved IS/EA. Therefore, the proposed modifications to the

project would not alter the conclusions of the previously approved IS/EA, result in any new significant impacts, or substantially increase the severity of the previously identified socioeconomics, environmental justice, and Indian trust assets impact conclusions.

Public Services and Utilities

Section 3.13 of the previously approved IS/EA concluded that construction activities would not result potentially significant impacts to public services and utilities given the proposed location of the Proposed Project/Action. Impacts related to the construction of new or expansion of existing public utilities, adequate landfill capacity during construction and operation, violation of solid waste disposal regulations, and conflict with existing utilities were determined to be less than significant.

Construction and operation of the modified project would generally be consistent in scale and location with the project described in the previously approved IS/EA and would therefore not change the population assumptions provided in the previously approved IS/EA or alter the conclusions regarding the construction of new or expansion of existing public utilities. Therefore, the proposed modifications to the project would not alter the conclusions of the previously approved IS/EA, result in any new significant impacts, or substantially increase the severity of the previously identified public services and utilities impact conclusions.

Cumulative and Growth Inducing Effects

The proposed modifications to the project do not alter the underlying impact conclusions or growth assumptions of the previously approved IS/EA. Therefore, there would be no change in the cumulative or growth inducing effects of the Proposed Project/Action. None of the significance conclusions or findings in the previously approved IS/EA would be altered, no new significant impact would occur, and none of the previously identified impact conclusions would be changed.

3.3 Conclusion

This addendum documents that the changes associated with the construction of the modified project will not result in any new or more severe impacts than those discussed in the previously approved IS/EA. None of the conditions or circumstances that would require preparation of a subsequent or supplemental environmental document pursuant to Public Resources Code Section 21166 exists for the Proposed Project/Action with these changes.

3.4 References

Environmental Science Associates (ESA). 2012. RD 2035/WDCWA Joint Intake and Fish Screen Project Initial Study/Environmental Assessment. Prepared for Reclamation District 2035 and the U.S. Bureau of Reclamation. October 2012.

West Yost Associates. 2000. RD 2035 Sacramento River Pump Intake Positive Barrier Fish Screen Design and Environmental Review. Technical Memo

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Appendix A

RD 2035/Woodland-Davis
Water Agency Joint Intake and
Fish Screen Project, Laydown
Site Biological Survey
Technical Memorandum





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May 19, 2014

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Subject: Woodland-Davis Water Agency Joint Intake – Fish Screen Project, Laydown Site Biological Survey

On May 16, 2014, Environmental Science Associates (ESA) biologist LeChi Huynh conducted a biological survey of the proposed laydown site for the Woodland-Davis Water Agency Joint Intake-Fish Screen Project. The proposed laydown site is located east of County Road 117 and north of Old River Road in the vicinity of Interstate 5 (I-5) in Yolo County, CA (**Figure 1**). The property owner of this parcel of land plans on converting the site to support their agricultural operations. Balfour Beatty Infrastructure, Inc. proposes to rent the site from the property owner for use as a laydown site for the Woodland-Davis Water Agency Joint Intake-Fish Screen Project. Balfour Beatty Infrastructure Inc.'s preliminary site design is illustrated in **Attachment 1**.

The biological survey focused on identification of suitable habitats for giant garter snake (*Thamnophis gigas*), Swainson's hawk (*Buteo swainsoni*), and valley elderberry longhorn beetle (*Desmocerus californicus dimorphus*). Proposed construction activities at the laydown site include clearing and grubbing areas within the proposed footprint south of a ditch that runs east/west through the site (**Figure 1 and Attachment 1**). Limited vegetation would be removed north of the ditch to create a trail to facilitate foot traffic. Temporary metal or wooden plates would be placed across the ditch to provide access from the trail to the laydown area.

The laydown site is characterized by riparian valley oak woodland. Dominant tree species include valley oak (*Quercus lobata*) and Oregon ash (*Fraxinus latifolia*). The understory is composed of annual grassland habitat with a sparse layer of shrubs. Species in the understory include California blackberry (*Rubus ursinus*), Himalayan blackberry (*Rubus armeniacus*), poison oak (*Toxicodendron diversilobum*), woodland brome (*Bromus laevipes*), bindweed (*Convolvulus arvensis*), winter vetch (*Vicia villosa*), wild oat (*Avena fatua*), and rip-gut brome (*Bromus diandrus*). Representative site photos are included in **Attachment 2**. The laydown site gently slopes from north to south, with a ditch running east/west along the northern portion of the site (**Attachment 1**). The ditch was completely dry at the time of the survey and supports upland vegetation. Additionally, the ditch lacked a defined bed and bank and evidence of an ordinary high water mark (dense upland herbaceous vegetation grows throughout the entire ditch).

The nearest suitable giant garter snake aquatic habitat is located northwest of the laydown site, approximately 200 feet away (**Figure 1**). Although a small portion of the laydown site foot trail is located within 200 feet of suitable aquatic giant garter snake aquatic habitat, this area is composed of compacted and disturbed barren ground and the trail building activity is unlikely to impact giant garter snake. Mature trees within the site have the potential to support nesting birds, including raptor species such as Swainson's hawk. However, no raptor nests were observed within or directly adjacent to the site. One inactive medium sized nest was observed north of the ditch and west of the proposed pedestrian trail; this nest is primarily composed of small sticks and

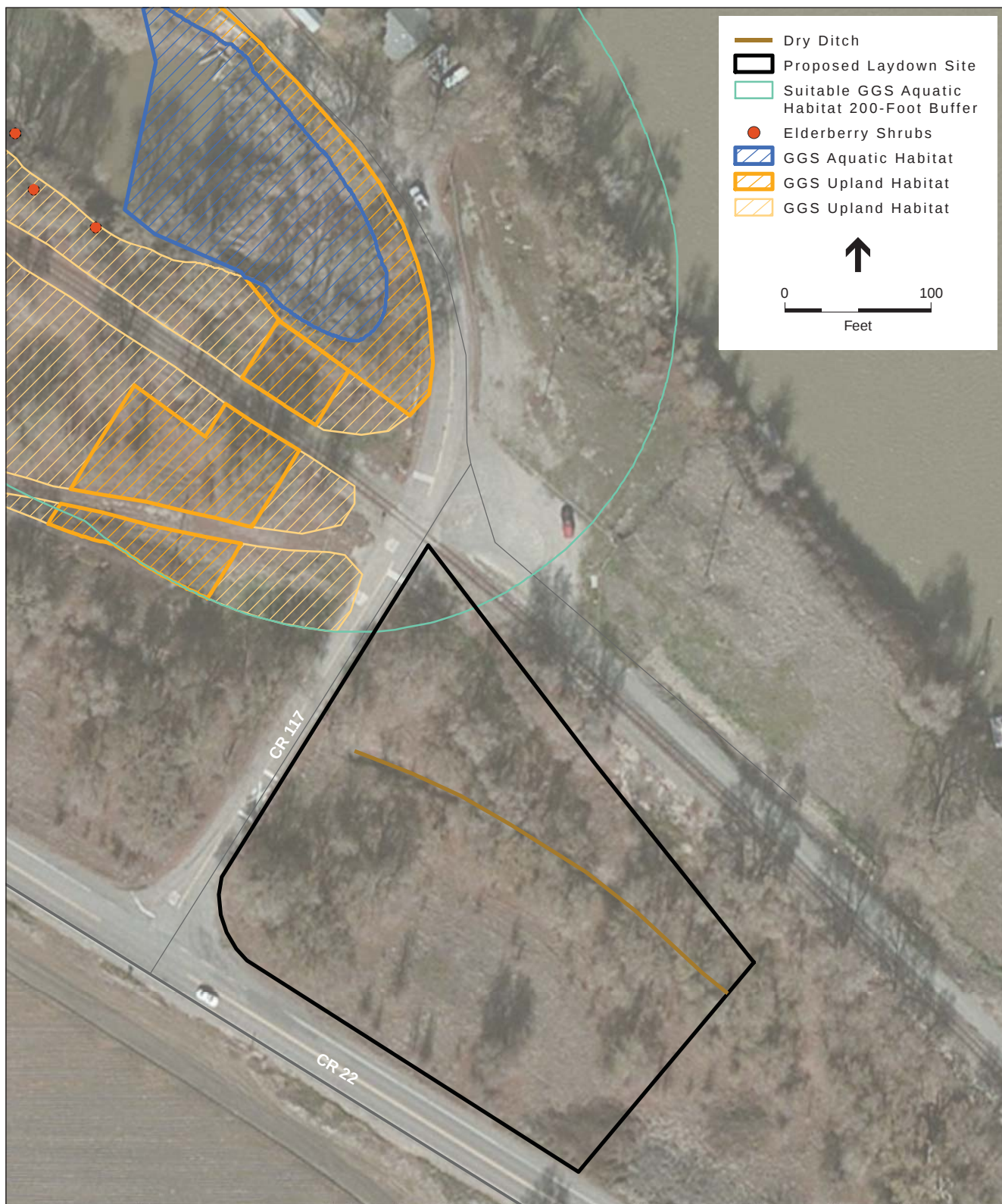


leaves and is unlikely to support a Swainson's hawk or other large hawk species. One raptor stick nest was observed on the I-5 overpass (on top of a support column); no bird activity was observed in the nest and it appears to be unoccupied (**Attachment 2**). No elderberry shrubs (*Sambucus mexicana*), the host plant for the valley elderberry longhorn beetle, were observed within or adjacent to the project site. Please do not hesitate to contact me should you have any questions.

Sincerely,

A handwritten signature in blue ink that reads "LeChi Huynh". The signature is written in a cursive, flowing style with a prominent "L" and "H".

LeChi Huynh



SOURCE: Microsoft, 2010; ESA, 2014

Davis Water Agency Joint Intake – Fish Screen Project . 140380

Figure 1
Proposed Contractor Laydown Site

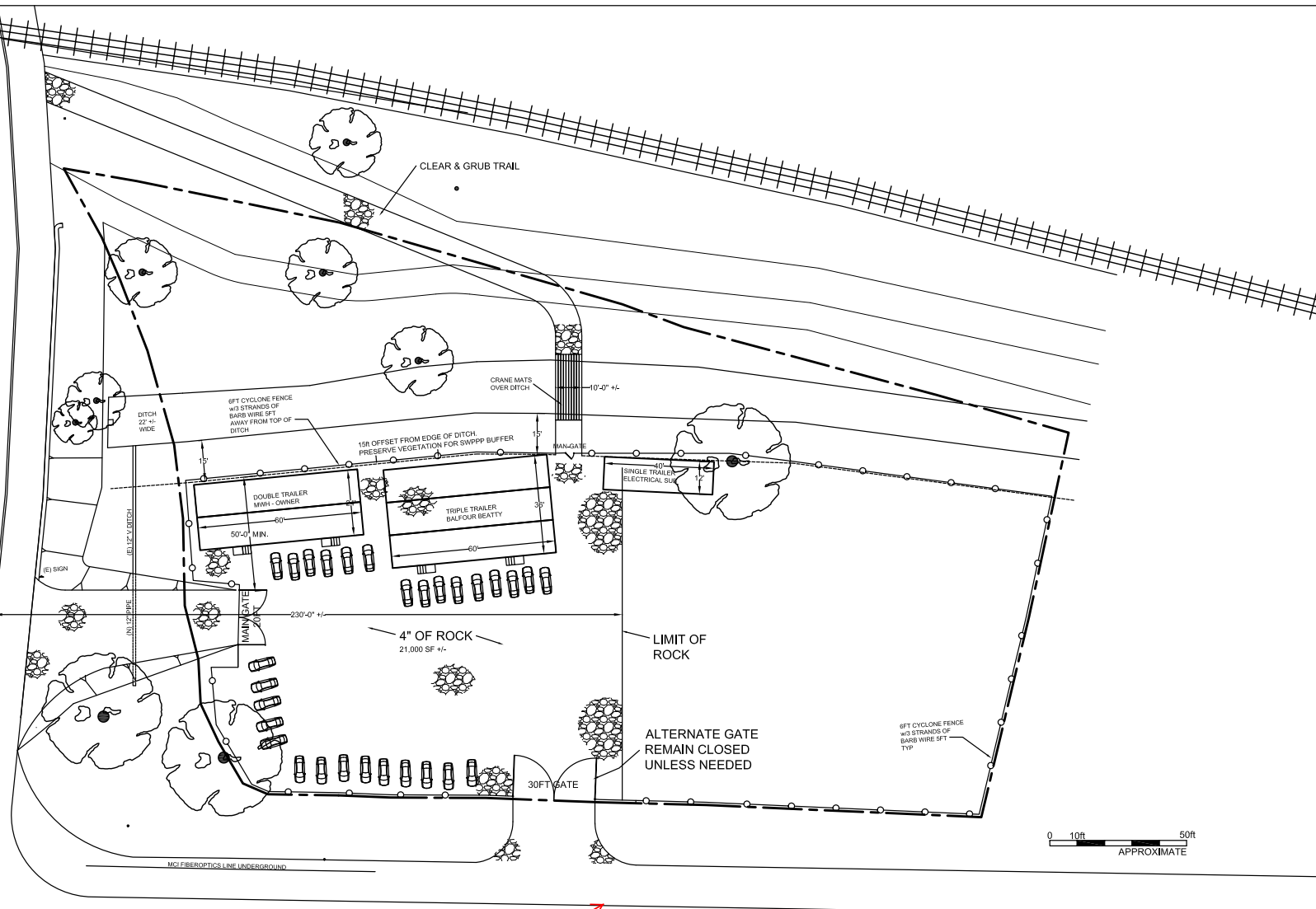


Attachment 1
Contractor Laydown Site
May 8, 2014

County Road 117

North

Old River Road
(22)



0 10ft 50ft
APPROXIMATE

Balfour Beatty Infrastructure Inc.

JOINT INTAKE & FISH SCREEN PROJECT
38574 Kentucky Ave
Woodland, CA 95695

Drawing Title: CONTRACTOR LAYDOWN SITE

Drawn By: VJL Date: 5/8/2014 Scale: NTS

REV	DATE	DESCRIPTION



Attachment 2

Project Site Photos



PHOTOGRAPH 1. View of the Laydown Site, facing southeast from County Road 117.



PHOTOGRAPH 2. Dry ditch running east-west through the northern portion of the Laydown Site.



PHOTOGRAPH 3. View of the Laydown Site from County Road 117 and the railroad tracks, looking southeast.



PHOTOGRAPH 4. View of raptor stick nest at Interstate 5, 350 feet southwest of the Laydown Site.