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NOTICE OF SCOPING MEETING

Governor's Office of Planning & Research
AUG 28 2019
STATE CLEARINGHOUSE

To: Agencies and Interested Parties

From: City of Woodland
300 First Street
Woodland, CA 95695

Date: August 2019

Subject: **Notice of Public Scoping Meeting for the Preparation of a Draft Environmental Impact Report for the Woodland Flood Risk Management Project**

The City of Woodland (City), as the Lead Agency, will prepare an environmental impact report (EIR) for the Woodland Flood Risk Management Project ("Project"). The City published a Notice of Preparation (NOP) for the EIR in June 2015, noting that a scoping meeting would be held at a future date. Subsequently, the City paused work on the preparation of the EIR and is resuming the process at this time. The City will hold the scoping meeting on Wednesday, September 11, 2019 at Woodland City Hall.

Scoping Meeting
Wednesday, September 11, 2019
6:30 – 8:00 p.m.
Woodland City Hall
300 First Street, Woodland, CA 95695

The City will accept public comments regarding the scope and content of the EIR. See additional details regarding submitting public comments below.

INTRODUCTION

The California Environmental Quality Act (CEQA) specifies that a public agency must prepare an EIR on any project it proposes to carry out or approve that may have a significant direct or indirect effect on the physical environment.

The City is proposing to implement flood system improvements to the Lower Cache Creek in the vicinity of Woodland; see Figure 1. The proposed project would reduce the risk of flooding from

Cache Creek and could potentially be integrated with flood control system improvements being considered by the U.S. Army Corps of Engineers (USACE), Central Valley Flood Protection Board (CVFPB) and the Lower Sacramento River/Delta North Regional Flood Management Team. The City has determined that a flood risk management project may result in significant effects on the physical environment. Therefore, acting as the lead agency for CEQA compliance, the City will prepare a draft EIR that evaluates the significant environmental effects of the proposed project.

NOTICE OF PREPARATION

The City filed an NOP with the State Clearinghouse on June 25, 2015 for the EIR. Notification was sent to agencies and interested parties, and comments were accepted through July 24, 2015. At that time, the City noted that a scoping meeting would be scheduled at a future date. Subsequently, the City paused work on the preparation of the EIR and is resuming the process at this time.

PROJECT DESCRIPTION

Background

The City of Woodland is subject to flooding from a failure of the existing levee along the right (south) bank of Cache Creek during a storm frequency of approximately 8 to 10 years. The flood threat to life and property in the study area is increased by Interstate 5 (I-5) as well as the levees that make up the Cache Creek Settling Basin (CCSB) and Yolo Bypass. The Lower Cache Creek levees were constructed by the USACE in 1958 as part of the federally authorized Sacramento River Flood Control Project (SRFCP) and are part of the State Plan of Flood Control (SPFC). In anticipation of the construction of the Wilson Valley Reservoir project by the State and local interests, the Lower Cache Creek levees were designed to contain a flow of 30,000 cubic feet per second (cfs) with 3 feet of freeboard. A flow of this magnitude is estimated to have an annual exceedance probability of 0.10 (1 in 10 years). Historically, the existing levees have conveyed larger flood flows by encroaching into the freeboard. The Wilson Valley Reservoir project has not been constructed due to seismic and sediment concerns, and over time, subsidence of the levee has reduced the amount of freeboard available for passing the 10-year-design flood event. Cache Creek discharges into the CCSB, a component of the SRFCP and a SPFC facility. Cache Creek has historically carried a large sediment load. The settling basin was constructed by the USACE in 1937 to prevent sediment carried by Cache Creek from entering the Yolo Bypass and diminishing its flood conveyance capacity; it currently covers 3,600 acres and is bounded by levees on all sides with an outlet weir to the Yolo Bypass. The CCSB is designed to convey a flow of 30,000 cfs, the same as the Cache Creek levee system. The 100-year flow rate is approximately 56,000 cfs and the 200-year flow rate is approximately 65,000 cfs.

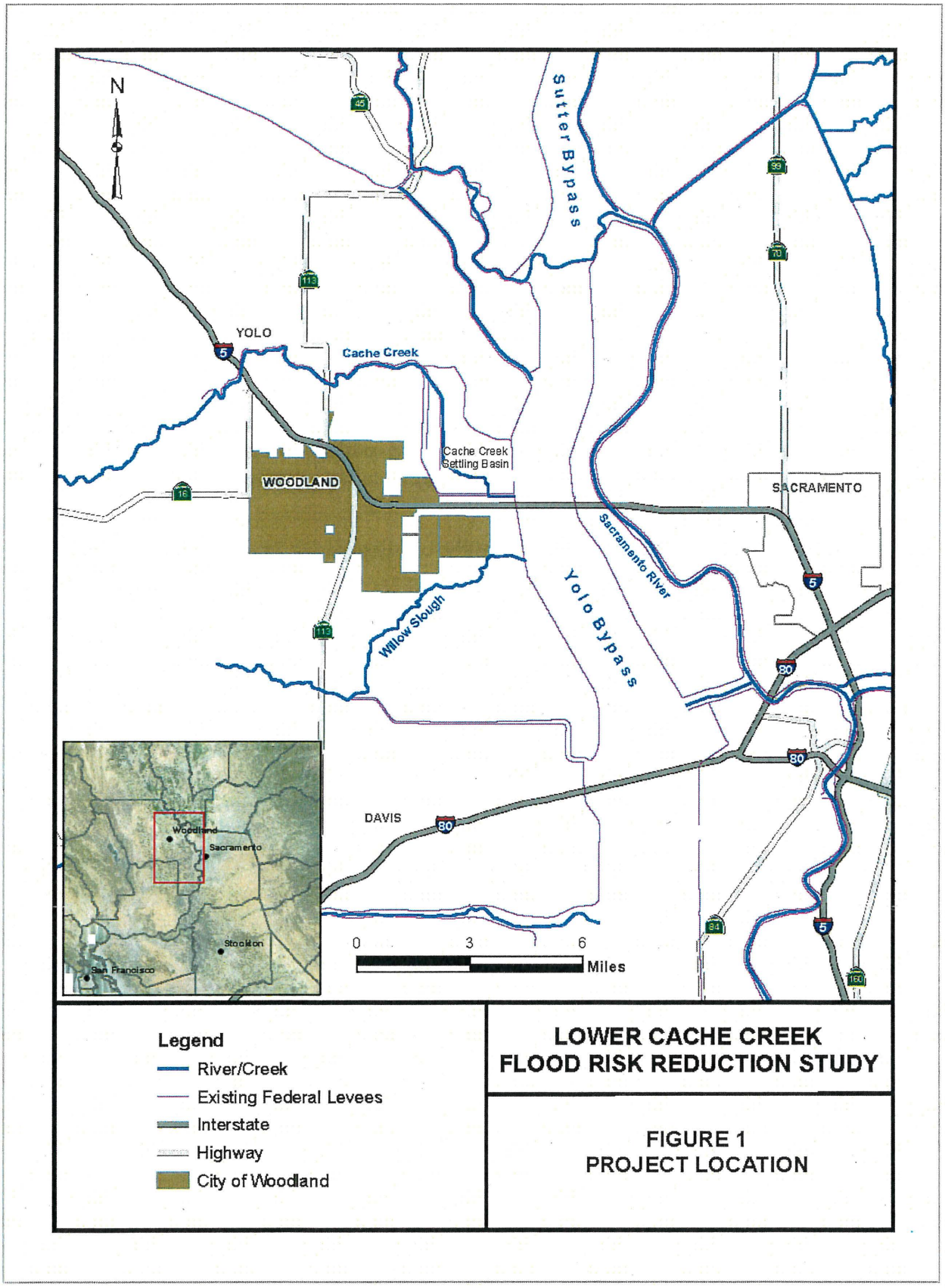

Figure 1. Project Location Map

In addition to the USACE study, the City has participated in a regional partnership to evaluate the feasibility of a larger plan of improvements, the Yolo Bypass/Cache Slough Integrated Water Management Plan (IWMP) as presented in the Lower Sacramento River/Delta North Regional Flood Management Plan dated July 2014.

Proposed Project

The City is partnering with DWR through its Urban Flood Risk Reduction Program to identify and implement a flood risk reduction project to meet the State's urban level of protection (ULOP) requirements in a cost-effective manner that would be compatible with and supportive of elements of the IWMP. The proposed project is being formulated to be compatible with alternatives currently being evaluated by the USACE as part of the ongoing feasibility study.

Project improvements are expected to include:

- Construction of approximately 7 miles of secondary earthen levee and a diversion channel along the northern boundary of the City to redirect overland flood flows from the right bank of Cache Creek into a diversion channel to be conveyed to the CCSB and City of Woodland North Drainage Canal.
- Modification/realignment of a segment of the existing CCSB to allow conveyance of flood flows into the CCSB.
- Construction of a bridge or culvert improvements at County Road 102, State Highway 113, and County Road 99 (West Street) to facilitate conveyance of flood flows in the diversion channel.

PROBABLE ENVIRONMENTAL IMPACTS

The project-level EIR analysis will focus on potential environmental impacts associated with construction of the proposed project and measures that can minimize or avoid such impacts.

On the basis of preliminary evaluations, the City has determined that the proposed improvements could have the following potentially significant environmental effects:

- **Aesthetics**. Temporary, short-term, and long-term changes in scenic views or visual character of project sites.
- **Agriculture and Forest Resources**. Potential temporary and long-term conversion of farmland for weir/bypass improvements, use of borrow material, or creation of habitat.
- **Air Quality**. Temporary and short-term increases in pollutant emissions associated with construction activities.
- **Cultural Resources**. Potential disturbance or destruction of known or unknown historic or archaeological resources during construction.
- **Biological Resources**. Potential temporary and short-term construction impacts on special-status species or their habitats; modification of habitat at erosion treatment sites; and potential disturbance or loss of riparian vegetation, jurisdictional wetlands, or other sensitive natural communities or special-status species habitats.

- **Greenhouse Gas Emissions**. Temporary and short-term increases in greenhouse gas emissions associated with construction activities.
- **Hazards and Hazardous Materials**. Potential introduction of contaminants into watercourses as a result of construction activities.
- **Hydrology and Water Quality**. Potential temporary and short-term effects on water quality during construction; long-term local drainage effects; and hydraulic and water quality effects on the Yolo Bypass and Bay Delta.
- **Noise**. Temporary and short-term increases in noise levels near sensitive receptors during construction.
- **Population and Housing**. Potential to increase growth.
- **Recreation**. Temporary and short-term disturbance of land- and water-based recreational activities in areas adjacent to construction sites.
- **Transportation and Traffic**. Potential temporary and short-term disruption of traffic circulation or emergency access during construction and traffic effects of haul routes, including haul routes via barge.
- **Utilities and Service Systems**. Potential disruption of service during construction and need for the relocation of utilities within the project footprint.

PROVIDING SCOPING COMMENTS

Interested parties may provide written comments on the proposed content and scope of the environmental information for the draft EIR. W**ritten comments must be provided to the City of Woodland no later than Wednesday, September 25, 2019.** Comments provided by email should include the name and address of the sender, with the subject line "Scoping Comments on the Woodland Flood Risk Management Project." Please send all written comments to:

Mr. Tim Busch, Principal Utilities Civil Engineer
City of Woodland
300 First Street
Woodland, CA 95695
email: TimBusch@cityofwoodland.org